

MOTOR SHOW REPORT

AUTOSPORT

AUTOSPORT

OCTOBER 25, 1963

2/-

EVERY FRIDAY
Vol. 27 No. 17

BRITAIN'S MOTOR SPORTING WEEKLY

Registered at the G.P.O. as a Newspaper



IN THIS ISSUE

"AUTOSPORT'S" ANNUAL ASSESSMENT OF GRAND PRIX DRIVERS : FORD CORSAIR ACHIEVEMENT
RIVERSIDE GRAND PRIX : ARMSTRONG "500" : RAND SPRING TROPHY : CONTINENTAL HILL-CLIMBING



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October 25, 1963 Volume 27 Number 17

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Published every Friday by **Autosport**
 159 Praed Street, London, W.2

Editorial and General Office Telephone Paddington 7673
 Advertising Department Telephone Paddington 7671-2

Advertisement Director **Norman H. Bigsby**
 Business Manager **W. R. Blackmore, M.Inst.MSM**

Annual subscription: U.K. £5 15s
 Overseas £6 1s 6d
 U.S.A. and Canada \$17.00

Direct from the Publishers or all newsagents

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EDITORIAL

THREE LITRES FAVOURED

MEMBERS of the Grand Prix Drivers' Association who were formerly in favour of a 2-litre limit for Formula 1 have now come out for 3 litres. They would also like to see a minimum weight limit of 525 kgs., but would object to any regulations relating to cockpit dimensions and so on. No reference is made to fuel tank capacity, which is surprising in view of the fact that the C.S.I. are known to be considering limiting tankage, possibly to encourage pit stops. A 3-litre formula would certainly make for more spectacular Grand Prix racing, but there would still be a tendency towards small machines, rather similar to the Lotus-Ford which ran at Indianapolis. One or two delegates to the F.I.A. have made it known that they might suggest a wheelbase minimum, but **AUTOSPORT** believes that anything of this nature would rather restrict designers. The new formula should be kept as simple as possible. Should the C.S.I. go for an even larger limit than 3 litres—unlimited capacity for example—then fuel tank capacity restrictions would govern the type of car to be used.

TO 500 M.P.H.

CRAIG BREEDLOVE, the 26-year-old Californian, whose "Spirit of America" is the fastest machine on land, plans to try for 500 m.p.h. at Bonneville next year. It is interesting to note that when Breedlove exceeded 407 m.p.h. he was actually doing a practice run, and was using only about 70 per cent of the potential power output of his jet engine. His speeds have, of course, been the subject of heated arguments as to the eligibility or otherwise of his car. In point of fact, Breedlove's record came under F.I.M. rules, and his next attempt will be made under a different category to be introduced for "special machines". The new international motor-cycle regs. will insist on a limit of a 1,000 c.c. for solos, and 1,200 c.c. for sidecars and three-wheelers, and stipulations that at least one wheel will be driven. Yet, no matter how one looks at it, Craig Breedlove is the "fastest man on land" and is probably the first man to have, more or less, a special category created for his machine.

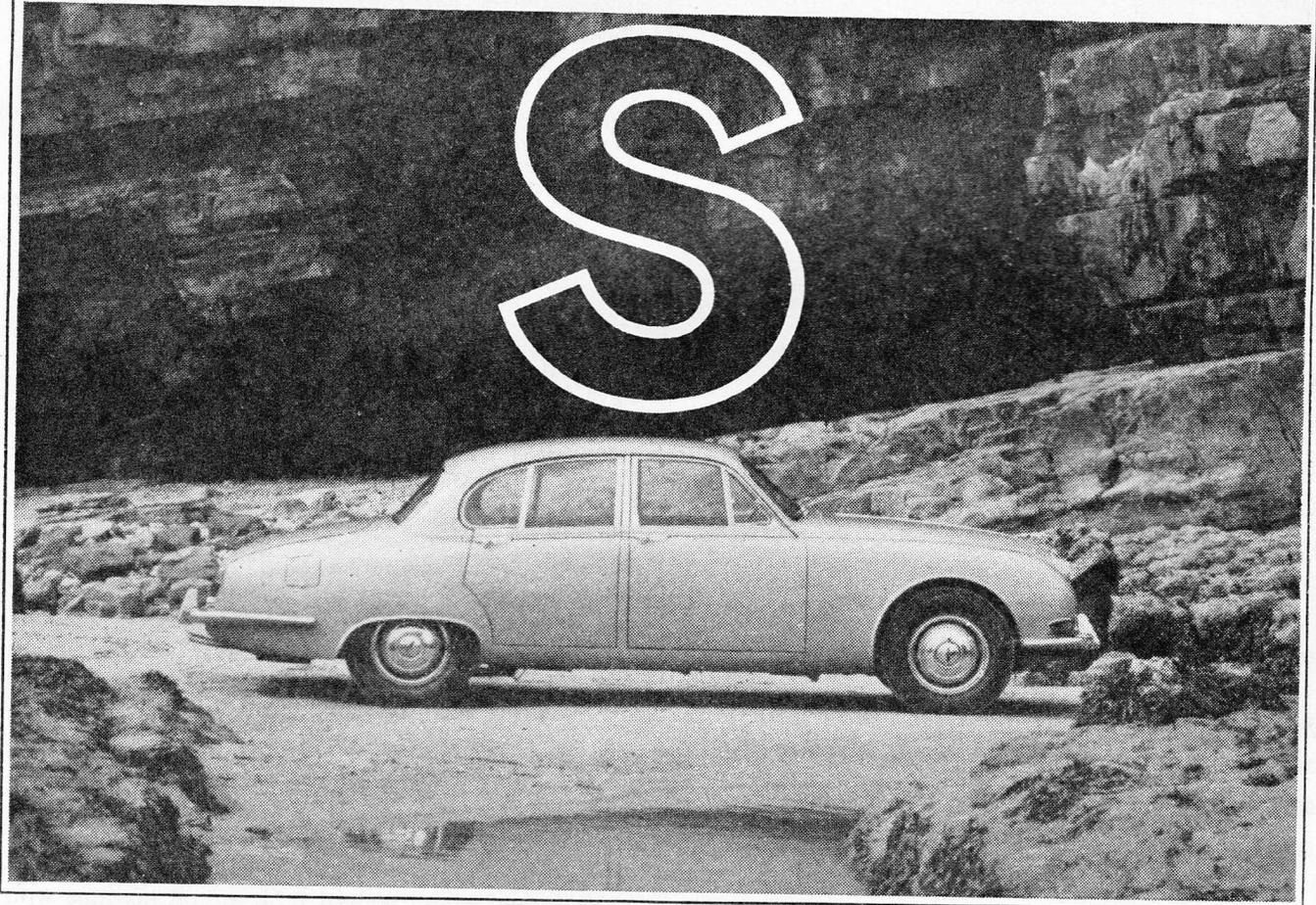
FOUR-WHEEL-DRIVE IN HILL-CLIMBS

HILL-CLIMB Champion Peter Westbury, having scored B.T.D. at the Seven-Fifty M.C.'s recent national meeting at Wiscombe Park, turned to the four-wheel-drive Ferguson-Climax and, in a supposed "demonstration" climb, lopped 0.24 sec. off his time with the supercharged Felday-Daimler. On the following day Westbury really had a go with the Ferguson, making adjustments where necessary, and finished up with 41.98 secs.—1.56 sec. better than the Felday time. The Ferguson try-out at Wiscombe could mean a revolution in hill-climbing, as four-wheel-drive seems to be the thing, not to mention the other technicalities sported by the Ferguson.

OUR COVER PICTURE

WORLD CHAMPION Jim Clark, seen seated in a Lotus 23 sports car, receives five stars in AUTOSPORT'S annual assessment of Grand Prix drivers, published in this week's issue. He is the only driver to gain five stars, no fewer than five receiving four. Photo: P. A. Atherton

AP
ON THE



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**AUTOSPORTSMAN by Gus
No. 24: Giancarlo Baghetti**

THE battle for the O.R.M.A. Trophy, which will be awarded to the more successful of the two works B.R.M. drivers, is hotting up. At the moment Graham Hill is only one point ahead of Richie Ginther, having gained 44 during the season.

IT should be noted that the new 2½-litre Cooper-Climax cars were both designed and built by the Cooper Car Co., Ltd., for Bruce McLaren Motor Racing, Ltd., to race in the down-under series.

JAGUAR DRIVER WINS

GERMAN Jaguar exponent Peter Nöcker has won the European Touring Car Challenge, his car having been entered privately by Peter Lindner throughout 1963. Second was Dieter Mantzel in a D.K.W. F12, third was Hubert Hahne in a B.M.W. and fourth Rob Slotemaker in a Downton-entered Mini-Cooper S. Rally expert Tom Trana was classified fifth in a works Volvo 122S.

IT seems certain that the Round Australia Trial will be revived next year. Application has been made for a permit to cover a month-long trial running through at least four states, and rumours have it that two large concerns, one an oil company, are trying to arrange it—there might be some clashes of interest before everything gets sorted out.

THE recently formed Motoring Defence League are busy compiling a list of the number of unnecessary arrests and prosecutions and would be glad to hear from any road user who has received unfair treatment.

HARRY WESLAKE BECOMES CONSULTANT TO CHRYSLER

NO doubt as a result of the Ford tie-up with Lotus, Chrysler have suddenly taken an interest in racing, and are retaining Harry Weslake as a consultant on engine development.

This does not affect the agreement between Weslake and the Owen Organization for technical development of the B.R.M. engine. It is announced that Peter Berthon has recently resigned from Harry Weslake's firm.

"EXPRESS AND STAR"

FORMULA JUNIOR CHAMPIONSHIP Final Positions After Brands Hatch

1. Peter Arundell (Lotus-Ford 27) ...	40
2. Denis Hulme (Repc-Brabham-Ford) ...	39
3. Frank Gardner (Brabham-Ford) ...	25
4. Richard Attwood (Lola-Ford Mk. 5A) ...	22
David Hobbs (Lola-Ford Mk. 5A) ...	22
6. Paul Hawkins (Brabham-Ford) ...	13
7. Bill Bradley (Lola-Ford Mk. 5A) ...	8
Mike Spence (Lotus-Ford 27) ...	8
9. John Fenning (Lotus-Ford 27) ...	5
10. Alan Rees (Lola-Ford Mk. 5A) ...	4
11. Peter Procter (Cooper-B.M.C. Mk. 3A) ...	2
John Rhodes (Cooper-B.M.C. Mk. 3A) ...	2
13. Ross Greenville (Gemini-Ford Mk. 4A) ...	1
John Taylor (Cooper-Ford Mk. 3A) ...	1
Brian Hart (Lotus-Ford 22) ...	1
Tim Mayer (Cooper-B.M.C. Mk. 3A) ...	1

TWO-HUNDRED-AND-FORTY-SIX veteran cars will take part in the annual R.A.C. Commemoration Run from London to Brighton on Sunday, 3rd November. Amongst the drivers will be Lord Brabazon of Tara, who will pilot a 1904 Thornycroft entered by the manufacturers.

IAN RABY has bought an ex-works Formula 1 Brabham (the Solitude and Zeltweg-winning machine) and is to install a fuel-injection V8 B.R.M. engine for next year, when a full season's Grand Prix racing is contemplated.

THE Ginetta G4, fitted with a 997 c.c. Ford engine, has been homologated as a Grand Touring car.

LES LESTON, LTD., have recently been appointed sole U.K. distributors for the famous Helphos Lamp. The new Helphos fits curved or flat screens and is available in ivory, blue, green, red, black or grey, costing £3 9s. 6d.

DRIVERS WANT 3-LITRE FORMULA

AT the meeting of the Grand Prix Drivers' Association held at Watkins Glen before the U.S.A. G.P. it was agreed after lengthy discussion that the association's delegates at the November C.S.I. meeting would recommend a limit of 3 litres and a minimum weight of 525 kg. for the next Formula 1.

This, it is agreed, conflicts with the view put up by the G.P.D.A. delegates at the C.S.I. meeting at Monte Carlo in May—that an increase to 2 litres would be enough. This was put forward at the time because it was felt that it was the largest possible capacity compatible with a reasonable increase in costs. Since then it has been established that the engine constructors would have no objection to producing engines of 3-litres capacity and that the increase in costs would be no greater than will occur—or would occur—in the development of the existing 1½-litre units.

So far as limiting dimensions to the cockpits are concerned, or any regulations governing the angle of the seat back-rest, width at hip level, height of sides, and so on, members agreed that no changes should be made. It was agreed that they, as drivers, would undertake never to drive a car with a cockpit too restricting to allow full control of the car, or too small to allow quick and easy exit in the event of an emergency.

PIT and PADDOCK

THE 1963 Clubmen's Championship will be run at Silverstone next April, when all the necessary circuit alterations have been completed.

INNSBRUCK RACING

AT the recent Innsbruck race meeting in Austria—a country in which motor racing is gaining tremendous popularity—the Formula Junior race proved yet another victory for the young German driver Kurt Ahrens, Jr., whose Cooper-Ford beat Mike Spence's Lotus-Ford 27, as at the Nürburgring a week earlier. Toni Fischhaber won the sports car race in his B.M.W.-propelled Lotus 23 from a Brabham-Ford and a Lotus-Ford 23, while Peter Nöcker (Jaguar E) and Mauro Bianchi (Abarth-entered Fiat 2300S) won the G.T. and saloon car races respectively.



WORLD CHAMPION DROVER!
Young Timothy Yates sitting in the car his father built him (it is powered by a small four-stroke engine), which was entered for the recent Ringwood Carnival. Could this be a prototype for the future Formula 1?

THE Challenge Mondial de Vitesse et d'Endurance, a competition instigated by the organizers of Sebring, the Targa Florio, the Nürburgring 1,000-km. and Le Mans for prototypes, was won this year by Ferrari (38 points) from Porsche (30) and Alfa Romeo (22).

MOTOR RACING SURVEY.

BRANDS HATCH and Mallory Park recently conducted an investigation into crowd habits at race meetings, issuing forms to spectators containing a simple questionnaire. From Brands, 2,330 forms were returned, and from Mallory Park, 1,650.

Interesting conclusions were:

READING HABITS

Brands Hatch: 77 per cent. at least one motor racing magazine; 23 per cent. read none at all; 71 per cent. read purely motor sporting magazines.

Mallory Park: 81 per cent.; 19 per cent.; 77 per cent.

TYPES OF RACING PREFERRED

Brands Hatch: Saloons, 55 per cent., Formula 1, 19 per cent.; G.T., 11 per cent.; Sports Cars, 10 per cent.; Formule Libre, 3 per cent.; Formula Junior, 2 per cent.

Mallory Park: Saloons, 50 per cent.; Formula 1, 19.5 per cent.; G.T., 14.5 per cent.; Sports Cars, 11 per cent.; Formula Junior, 2.5 per cent.; Formule Libre, 2 per cent.

PUBLICITY

Brands Hatch: Press, 67 per cent.; Friend, 18 per cent.; Poster, 15 per cent.

Mallory Park: Press, 67 per cent.; Friend, 22 per cent.; Poster, 11 per cent.

AVON have announced a "New Safety" tyre with super cling tread; it is available in all popular sizes, tubed and tubeless, at standard prices.



An oil that is going on a round-the-world trip must be capable of taking every motoring condition with equal dependability. That is why Ford chose Castrol. Through desert sandstorms. Over ice-cold mountain passes. Long periods at speed. Continuous hours of grinding low gear work. They all come alike to Castrol. It's the oil that's safe for *your* engine.



ALWAYS ASK FOR CASTROL—BY NAME

In last week's issue the Honda 250 c.c. motor-cycle was inadvertently described as the "Dream" and given two overhead camshafts. The machine was actually the newer "Sports" and the valves are operated from a single overhead camshaft.

THE 44th Scottish Motor Exhibition, organized by the Scottish Motor Trade Association, will be held in Kelvin Hall, Glasgow, from 8th to 16th November.

**B.R.S.C.C.
SALOON CAR CHAMPIONSHIP
Final Positions after Snetterton**

1. Jack Sears (Ford Cortina, Ford Galaxie and Lotus Ford Cortina)	71
2. John Whitmore (Austin-Cooper and Austin-Cooper S)	69
3. Graham Hill (Jaguar 3.8 and Ford Galaxie)	49
4. Roy Salvadori (Jaguar 3.8 and Ford Galaxie)	38
5. Jimmy Blumer (Ford Cortina)	33
6. Paddy Hopkirk (Morris-Cooper and Morris-Cooper S)	30
7. Bob Olthoff (Ford Cortina and Ford Galaxie)	28
Christabel Carlisle (Morris-Cooper and Morris-Cooper S)	28
9. Peter Harper (Sunbeam Rapier)	23
10. David Haynes (Ford Cortina)	22
11. Mike Salmon (Jaguar 3.8)	20
12. Mick Clare (Morris-Cooper and Morris-Cooper S)	18
Edward Lewis (Morris-Cooper and Morris-Cooper S)	18
Jim Clark (Ford Galaxie and Lotus Ford Cortina)	18

PRICED at £825, Speedwell Performance Conversions have introduced an "executive" version of the Riley Elf, claimed to be the answer to the business man's dream. It is powered by a 1,150 c.c. Speedwell-modified engine developing over 90 b.h.p., and over 100 m.p.h. is claimed.



BARBARA JOHANSSON is Sweden's latest star rally driver, following in the dainty footsteps of Ewy Rosqvist and Sylvia Osterberg. Sorry, chaps, she's married, but you will be able to see her when she makes her British debut in the R.A.C. Rally.

AUSTIN 1100 SUPREMO

THE Folkestone Motor Company, Ltd., have, for the extra cost of £105, brought out the Austin 1100 Supremo. The model includes a stage 3 Nerus flowed cylinder head with twin 1½ in. carburettors, and a three-branch manifold. The coachwork is finished in dual colours. A rev. counter, oil-pressure gauge and clock are all included in the extra instrumentation. Numerous extras and modifications are accommodated and the Supremo represents very good value for money. Further details from: Folkestone Motor Co., Ltd., 137 Sandgate Road, Folkestone, Kent.

SPORTS NEWS

BRIAN SMALLTHWAITE and Peter Borthwick, who raced a Lola and an Elite entered by Peco last year, are no longer associated with the concern. They have both started a garage business at Tozers Garage, Welsh Road, Queensberry, Flint, and would be pleased to welcome any racing enthusiasts, especially those interested in work being done on Climax engines.

WE would like to point out that John Stanton's letter, published in our "Correspondence" section last week, was not printed in whole due to lack of space.

A NEW company, Continental Cars (Maidenhead), Ltd., has been formed to import the 150 m.p.h. Iso cars into this country. The chairman is Paul Samengo-Taylor and managing director is George Abecassis. Sales and service headquarters of the new company are at H.W. Motors, Ltd., Walton-on-Thames, Surrey. The Iso is, of course, powered by the 5,359 c.c. Chevrolet Corvette engine.

THE Daytona International 2,000-km. "Continental" race on 15th February, 1964, has full international status and will count for G.T. Constructors' Championship points (like Le Mans and Sebring it will receive a co-efficient of 3). The race will be open to G.T. and sports-racing machines, but not to prototypes.

IT is good news indeed that Jock West has joined B.M.W. Concessionaires, now that high-performance machines are forming so large a part of the German firm's production. It will be remembered that Jock came second in the motor-cycle T.T. on a supercharged B.M.W., before the war, when he was an outstanding two-wheeled dicer. Since then, J. M. West has been an executive of Associated Motor-cycles and was boss of Nortons, as well as handling the Elva for Lambretta-Trojan. His return to B.M.W. seems most appropriate.

BENJAMIN JOWETT

WE regret to announce the death of Benjamin Jowett at the age of 86 years.

The Jowett car was built, very much on a family basis, by the Jowett brothers at Idle, Bradford. Originally conceived with tiller steering, the Jowett was, nevertheless, a large car in miniature, even before the first war. In the early 1920s, the 7 h.p. Jowett was famous for its flat-twin side-valve water-cooled power unit, always known as "the little engine with the big pull". As the unit was a tight fit between the chassis members, it was arranged to tilt on the crankshaft axis, so that each cylinder in turn could be lifted for decarbonizing.

In later years the little engine expanded to 8 h.p. and was refined by having detachable heads. It always remained a poor man's machine, designed for overhauling at home, and survived in the Bradford van after the two-cylinder car had gone out of production. It is history that the technically advanced Javelin and Jupiter brought an end to the story, but by then the cars were no longer designed by Benjamin Jowett. Were the directors wrong to desert the small car market for the high-performance field? This tantalizing question will never be answered.



SONS of two World Champion drivers—Graham Hill (seen with his son Damon above) and Jack Brabham—travel in a Jeeny car safety chair, which securely anchors over the rear seat of all saloon cars, yet is easily detachable for use in the home.

THE Steering Wheel Club, with its larger accommodation at 47 Curzon Street, is hoping to build up a small library of motoring books to be kept available for consultation on the premises by members.

SOUTH AFRICAN NINE-HOUR

THE Rand Daily Mail Nine-Hour race, South Africa's premier endurance event, has been given international status for the first time. This year's event, to be run from 2 p.m. to 11 p.m. on Saturday, 2nd November, has therefore received some "name" entries from overseas. Pride of place goes to last year's winner, David Piper, who will be bringing his Ferrari. The John Willment team have entered a Ford Galaxie, an A.C. Cobra and a Lotus Cortina, their drivers being Jack Sears, Bob Olthoff, John Whitmore, Paul Hawkins and, it is hoped, Frank Gardner and John Love. David Prophet is taking over his Lotus 23 and his co-driver will be South African Louis Jacobsz, who raced in Britain this year.



WATKINS GLEN: Frank Blunk of the New York Times and Earl Nisonger of Smiths and K.L.G. chat with Bill Baldwin, who is wearing an AUTOSPORT jacket.

BEFORE a record crowd of over 100,000, the promising young Swiss driver Hermann Müller won the recent Angola Grand Prix in a Porsche RS. He beat Lucien Bianchi (Ferrari GTO), Alvaro Lopes (Maserati 300S), Brausch Niemann (Lotus-Alfa 23), Ben Pon (Porsche Carrera Abarth) and "Remordu" (Ferrari GTO).

THE London Motor Club have had to cancel their Norwester Rally, scheduled for this coming weekend, owing to a lack of marshals.

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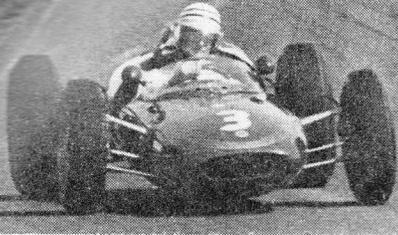
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SEEN on his way to overall victory in the Van Riebeck Trophy Race, held prior to the Rand Spring Trophy, is Neville Lederle in his Lotus-Climax.

Lederle Wins Rand Spring Trophy . . .

Final 1963 South African Championship Race

NEVILLE LEDERLE, 1963 South African champion driver, won the 40-lap (100-mile) Rand Spring Trophy race—final national championship event of the season—at Kyalami, near Johannesburg, on 10th October (a public holiday). This was Lederle's sixth win in the last six races he has entered, and his "best six" performances in the 11-event championship give him the maximum of 54 points. This is a fantastic achievement when one considers that it was only a year ago that Lederle started racing the Lotus-Climax 21. Before that he used a Lotus 20 with 1,500 c.c. Ford engine, which he had bought while in Britain in 1961. John Love, the experienced Rhodesian driver, drove an excellent race in his late-model four-cylinder Cooper-Climax to take second place, only 3.2 secs. behind Lederle. For a change his car went impeccably and on occasions he led the champion. Although taking third place in his Alfa Special, Peter de Klerk had to be satisfied with third place in the championship. Runner-up position went to 1962 South African champion Ernest Pieterse (Lotus-Climax 21), who finished fourth in the Rand Spring Trophy race.

THE meeting was one of the best attended for a long time despite the threatened rain that finally came down just as the main Formula 1 race had finished.

When Lederle's car turned out for unofficial practising on the day before the race he registered a lap at 1 min. 36 secs., which is pretty close to the circuit record, held by world champion Jim Clark, in a V8 Lotus-Climax 25, at 1 min. 35.3 secs. (96.1 m.p.h.). Lederle's car, which was one of quite a few sporting transistor ignition systems, had a big surprise under the engine cover. Instead of the usual two twin-choke Webers, the Climax motor sprouted four large-bore Amals.

Lederle's mechanic, Vic Moby, who has had much to do with Lederle's success this year, is the man responsible for this set-up. All the modifications are particularly neatly done and well-engineered. The car ran very satisfactorily in the 40-lap race, considering that this was the first real try-out for this method of aspiration; the engine note did, however, sound a bit ragged in the closing laps. A feature of Lederle's performances this year has been the reliability of his car. The only time he has been beaten by a local driver in races after the Springbok series was when he ran out of petrol in the Rand Autumn Trophy race, which was won by Peter de Klerk. Lederle still came third, however.

Second best in unofficial practice was John Love, with 1 min. 37.5 secs., and third best was de Klerk, with 1 min. 37.7 secs. In official practice on the morning of the race, however, Love's 1 min. 38 secs. was good enough to clinch pole position, with Lederle (1 min. 38.2 secs.) and de Klerk (1 min. 39 secs.) alongside him on the front row.

The grid for the Rand Spring Trophy race, over 40 laps of the 2.54-mile circuit, was as shown in the next column.

Besides Love, four other Rhodesians, Clive Puzey, in the ex-Hocking Lotus-Climax 18, Sam Tingle, Bruce Huntly and Northern Rhodesian champion Colin Underwood, had made the trip.

The good-size field got off to a good start, the front row making a perfect getaway as they left the line with smoke pouring from their tyres. At the end of the first lap they had settled down and the order was Lederle, Love, Serrurier, Blokdyk, Pieterse and Niemann.

STARTING GRID

J. Love (Cooper-Climax)	N. Lederle (Lotus-C. 21)	P. de Klerk (Alfa Spl.)
D. Serrurier (L.D.S.-Alfa)		T. Blokdyk (Cooper-Alfa)
B. Niemann (Lotus-Ford 22)	S. Tingle (L.D.S.-Alfa)	E. Pieterse (Lotus-C. 21)
C. Puzey (Lotus-Climax 18)		C. Trundell (Cooper-Climax)
B. van Rooyen (Lotus-Ford 20)	D. Charlton (Lotus-Ford 20)	R. Hartman (Netuar)
G. Bosman (L.D.S.-Alfa)		J. Holme (Lotus-Ford 18)
C. Underwood (Cooper Alfa)	B. Huntly (Cooper Alfa)	A. Blignaut (Cooper-Climax)
B. Dunlop (Cooper-Alfa)		G. van Straaten (L.D.S.-Ford)

The order remained almost unchanged for the first 10 laps, with Lederle and Love in close convoy a good distance ahead. De Klerk had worked his way into third place, with Blokdyk fourth. Pieterse fifth and Serrurier had fallen back to sixth. In the next lap Love pushed the Cooper into the lead, taking advantage of Lederle's grabbing brakes to get through on the back section of the circuit. Lederle seemed to be slowing, but it proved to be only a passing phase and on lap 15 he was back in the lead, with Blokdyk third, de Klerk fourth and Serrurier fifth. But on lap 19 Blokdyk brought the Scuderia Lupini Cooper-Alfa into the pits and then retired it with rough noises in the engine.

The position at the half-way stage (20 laps completed) was: Lederle, who was now lapping around 1 min. 40 secs., Love, de Klerk, Pieterse and Serrurier. Earlier in the race, when the heat had really been on, Lederle had lapped in a creditable 1 min. 37.6 secs. (95 m.p.h.). With three-quarters of the race run, Lederle had opened his lead over Love to 5 secs. but the scrap for third place was still going on, with de Klerk, Pieterse and Serrurier lapping in close company and changing positions almost constantly. When 35 of the 40 laps had been completed Love seemed to be putting pressure on the 25-year-old champion and had cut the lead to under 4 secs., but Lederle turned on enough performance to keep his opponent at bay and take the chequered flag, ahead of Love, de Klerk, Pieterse, Serrurier and Tingle.

There were four car races—three of them deciders for the Transvaal championships—in the programme, as well as three motor-cycle events.

First car event, and first race on the programme, was for Group 2 saloon cars costing less than £700 in Johannesburg. This proved a walk-over for the two 993 c.c. Opel Kadetts, which finished nearly a minute ahead of the third-placed Morris 850. This was followed by the very popular Bardahl G.T. race. Nobody could catch the flying Elite of Ian Fraser-Jones, which took the flag 23.2 secs. ahead of Swanepoel's shabby, but very potent 1,200 c.c. Anglia. By winning this race Fraser-Jones became the 1963 Transvaal Grand Touring champion.

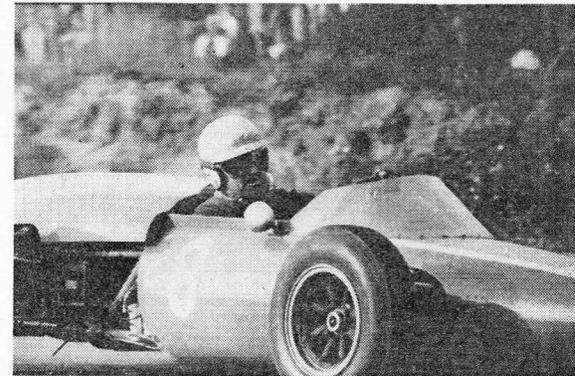
The next car event was the Transvaal Championship Touring Car race, over 15 laps. This proved a very easy win for Basil van Rooyen, giving the Cortina G.T. its first taste of racing in South Africa. Final race of the day—run in pouring rain—was the final event in the Transvaal Sports Car championship. This was another victory for Henri le Roux in his immaculate 1,100 c.c. Lola-Climax, who by so doing also won the provincial title, with full points, from four wins.

ROGER HOUGHTON.

RESULTS

1. Neville Lederle (Lotus-Climax 21), 1 h. 6 m. 30.3 s., 91.7 m.p.h.; 2. John Love (Cooper-Climax), 1 h. 6 m. 33.5 s.; 3. Peter de Klerk (Alfa Special), 1 h. 7 m. 52.5 s.; 4. Ernest Pieterse (Lotus-Climax 21), 1 h. 7 m. 54.5 s.; 5. Doug Serrurier (L.D.S.-Alfa), 1 h. 8 m. 12.9 s.; 6. Sam Tingle (L.D.S.-Alfa), 39 laps. Fastest lap: Lederle, 1 m. 37.6 s., 94 m.p.h.

... and the Van Riebeck Trophy



OUT of luck—his challenge failed when he ran out of road in the last heat—was Doug Serrurier in his L.D.S.-Alfa.

WATCHED by one of the largest crowds ever to attend a race meeting at Killarney, Neville Lederle, the new S.A. Motor Racing Champion, came third in the first heat and took second place in the last heat to win the Van Riebeck Trophy in his Lotus-Climax 21. Plagued by a flat battery in the first heat we saw a wonderful display of driving skill and tenacity as he fought to stay ahead of Peter de Klerk (Alfa Special), finally losing about 47 secs. to him and coming in third 6 secs. behind Doug Serrurier.

Second heat started with Peter de Klerk in the enviable position of having a 47 secs. lead on Lederle but he went out with gearbox trouble, leaving Neville and Brausch Niemann (Lotus-Ford 22) to fight it out. Neville was having trouble selecting third and fourth gears and wisely, as Brausch went out of the running on the first lap of the first heat, let Niemann take first place. DALE GORDON.

RESULTS

Heat One: 1. P. de Klerk (Alfa Special), 46 m. 45.1 s.; 2. D. Serrurier (L.D.S.-Alfa), 47 m. 26.7 s.; 3. N. Lederle (Lotus-Climax 21), 47 m. 32.4 s.; 4. B. van Niekerk (Lotus-Ford 18); 5. D. Philp (L.D.S.-Climax), 47 m. 40.6 s.; 6. C. Trundell (Cooper-Maserati), 48 m. 15.4 s. Heat Two: 1. B. Niemann (Lotus-Ford 22), 45 m. 58.4 s.; 2. Lederle, 46 m. 4.8 s.; 3. van Niekerk, 47 m. 54.0 s.; 4. Philp, 48 m. 35.8 s.; 5. D. Charlton (Lotus-Ford 20), 48 m. 32.3 s.; 6. L. Rowe (Lotus-Ford 7), 49 m. 32.7 s. Overall Placings: 1. Lederle; 2. van Niekerk; 3. Philp; 4. Charlton. Fastest lap: Lederle, 1 m. 30.0 s.

FORD TAKES ALL

Rally Drivers Ken Chambers and Eric Jackson Lap the World in 43 Days Driving a Conquering Ford Consul Corsair

By ROBERT GRANT

IF you had happened to be at London Airport at midnight, 2nd September, you might well have wondered what make of car, shrouded in wraps, was being loaded onto Pan American Flight 161 bound for New York. It was, in fact, a perfectly standard Ford Corsair, registration number 590 UOO, at the time unannounced to the general public. This was the beginning of a 29,991-mile drive round the world and it was to last a mere 43 days! The trip was the fastest journey of its kind to date and it could have been achieved quicker still had it not been for several frustrating customs delays.

The Corsair was driven by those indomitable rally drivers, Ken Chambers and Eric Jackson. Ken is a Ford retail dealer and garage chain owner in north-west London and Eric owns a similar business in Barnsley. Earlier in the year both Ken and Eric made motor-ing history when they coaxed a Cortina non-stop from London to Cape Town, a distance of some 13,000 miles, in no less than 13 days.

The Corsair was just as one can view in any showroom today, except for a few obvious modifications necessary for such a demanding journey. Since the car was still on the secret list no spares were available at the time from any single garage; therefore all the spares had to be carried in the vehicle. The bonnet was painted with a black anti-glare patch and a roof rack was fitted to carry the extra 450 lb. of special equipment. Spares included pushrods, bearings, distributors, etc., and the complete set was untouched except for a new plug washer, which was lost *en route*, a fan-belt and a set of points. Thirst, as far as the vehicle was concerned, was no problem and Ken assures me that not once did they top up the radiator. The oil was supplied by Castrol and the consumption worked out at 2,000 miles per pint. The wheels were shod by Goodyear, and Autolite supplied the plugs, Mobil the fuel. A few additional items included a high-backed passenger

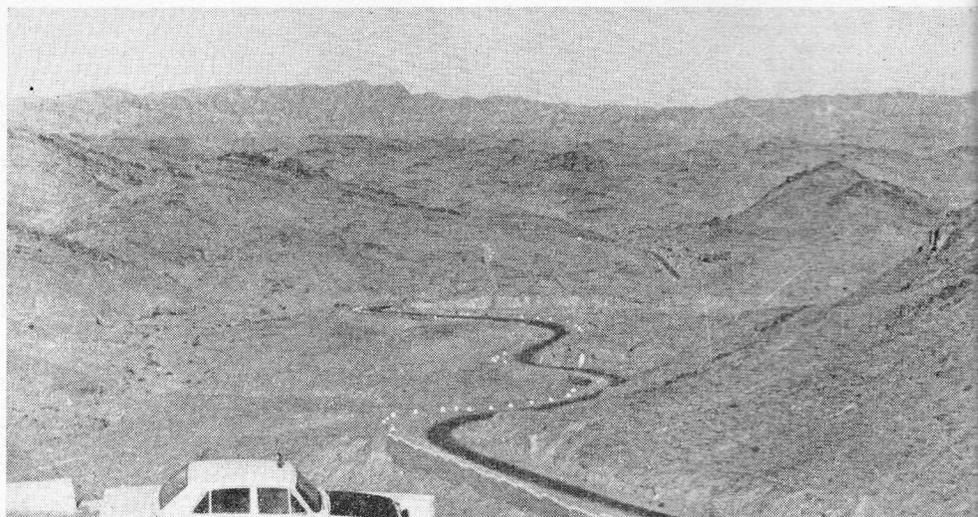
seat, which could be let down to form a bed, an electrical teapot, an extra 16-gallon fuel tank, four yellow water bottles and a wander light. The auxiliary instrument panel sported, together with the water temperature gauge, oil temperature gauge and ammeter a retractable tin-opener! Ken and Eric took with them an ample supply of food, which was enough to average a meal a day.

Unfortunately, owing to their arriving in New York on Labour Day, when apparently any form of labour is the last thought in anybody's mind, the Corsair was almost a day behind schedule before it had even started. Having wrong-slotted at the Pennsylvania turnpike they were escorted back to the right route by a Highway Patrol car. Soon both Eric and Ken formed a very favourable impression of the American police, since 80 m.p.h. was required to keep up with the patrol car—even through the 60 m.p.h. speed limits! In Iowa Ken was stopped by a patrolman and as soon as the officer learnt of the nature of the journey the impending "ticket" never materialized. Since the car was still on the secret list the drivers stated they were British tourists, though no one asked why they were carrying sand channels, winching

equipment and drums of oil on the roof rack.

They soon passed through Laramie and across the great Salt Lake Desert. The drivers stopped at Bonneville, the venue of many land speed record attempts, and then through Reno and on to San Francisco, where they embarked on to the liner *Oriana* bound for Sydney. The boat trip took 11 long days but by the time the liner docked in Australia both men and beast were replenished and eager to get to Fremantle, Perth. They had planned to average 40 m.p.h. but in fact this figure was bettered by a further 10 m.p.h. and the journey from Adelaide to Perth, which the Australians reckon on doing in five or six days, took Ken and Eric precisely 35 hours. They crossed the Nullabor Plain—where a motorist can quite easily die of thirst since there is no surface water at all. The road varied from an eight-lane highway to a narrow, dusty, potholed track. The 756-mile strip between Caduna and Norseman had no service-facilities of any sort, but both the drivers declined the idea of fitting ultra-grip tyres, since they were confident that both car and tyres could cope with the terrain. Their faith in the Corsair was confirmed when on arrival at Perth the car was given

BEGINNING a severe stretch of the journey in Iran—1,400 miles of desert and not one signpost. Even the track soon disappeared.





JACKSON and Chambers (driving) pass Sydney Harbour Bridge at the start of the 1,713-mile drive across Australia.

a clean bill of health and all that was required was a routine servicing in preparation for the next stage—across Asia.

By now the boot of the car was beginning to look like a veritable autograph book, with signatures and messages of good luck from the Ford dealers who had refuelled the car. The drivers, since they were ahead of schedule, took a well-earned rest and went surf-riding and wrote a few postcards home. They had over-estimated the distance by a thousand miles but, even so, 12,201 very tough miles still remained.

Now began the toughest stretch of the whole journey—from Ceylon, through India, Pakistan, Iran and Persia. The Ceylonese customs men obviously thought that either Ken or Eric had been participating in Formula Junior events since they had their passports examined no fewer than 22 times! Even though three different security men searched the car they failed to find the revolvers which had been hidden in special compartments built into the two front doors in case of emergencies. This put the drivers seven hours behind schedule, but they were given a police escort through the jungle-covered areas of the island. During this part of the journey they hit an ox at 60 m.p.h., only sustaining slight bodywork damage, which was more than could be said of the unfortunate ox.

On arrival in India, since the customs delays had upset their average, the "press on" motoring policy which was required was extremely hazardous. Gandhi's birthday was being celebrated, which resulted in bringing traffic almost to a standstill.

In India the cow is a sacred animal and it is preferable to run over a human rather than a cow. An encounter with one of these animals prompted Chambers to cable home "Suggest cow-catchers offered as optional extra to Corsair". On several occasions the water buffaloes had tried to express their dissatisfaction of the Corsair invading their territory, but each time four wheels had proved quicker than four legs. However, just outside Delhi such a beast charged the

car head on and smashed into the bonnet with a great bellow. The whole of the front of the car was dented and the spotlights smashed, while part of the windscreen had been penetrated by a hoof. Needless to say the Indian buffalo population was reduced by one and after observing the animal Eric reported that "it was a monstrous brute—even bigger than Chambers". The hole in the windscreen was patched up with "Sellotape", but although driving visibility was still there the passenger had to observe the scenery through the side window. They had reached India during the tail end of the monsoon and consequently snakes were a very real menace and whenever they made a halt, which was as infrequent as possible, both drivers got out armed with revolvers and snake bite serum. During the route through India the Corsair crossed no fewer than 12 rivers without the aid of a bridge.

India, however, was not without memories. The drivers were both privileged to see a black panther, which is a very rare sight. India as yet had proved the toughest country; the roads are narrow with only room for one vehicle, though not many (except the buffalo) questioned the Corsair's supremacy. But more was to come.

Signposts in Pakistan should definitely not be relied upon and on arrival at a distant police post they were informed they could go no farther with the explanation: "Plenty bad men. No go. Bad men go bang, bang." However, both drivers had by now evolved a routine for such official hold-ups and they would saunter into the customs post demanding tea. On their way again at about 70 m.p.h. in pitch darkness, they were suddenly confronted with a chain stretched across the road, there was a loud crack and the chain snapped, but since two armed men started to run towards them Ken didn't stop to investigate. It was not until several minutes later when Jackson put his hand out to collect a bottle of Coco-Cola from the ice box on the roof rack that they discovered the whole attachment had been ripped off resulting in the loss of precious kit and fuel supplies. Owing to a shortage of fuel it was decided to press on but when they arrived at the next advertised fuel pump they also found a "sold out" notice on it. The only thing they could do was to continue and when they arrived at the Iran border, 85 miles later, they did not drive into the customs point but free wheeled—completely out of petrol.

The situation seemed hopeless since there was no filling point on the border. Then a neatly dressed man suddenly appeared with a Union Jack in one hand and a Coco-Cola in the other. After Jackson and Chambers had drunk the "Coke" they were given the information that ice and petrol were also available from the gentleman's car. Mr. Movahhed was the General Sales Manager of the Teheran Motor Company and, thinking the Corsair drivers might need a guide across the desert, had motored 1,200 miles to show them the way. They set off across the desert, the temperature was over 100 degrees, the dust was choking, and it was during this stage that both drivers wore respirators for four days and nights, owing to the dust. On one occasion the dust was so thick that the Corsair passed Mr. Movahhed's Zodiac without the drivers realizing it. They reached Teheran and promptly headed for the most expensive

hotel in the town and invested £3 10s. in a steak each.

Four hundred miles from Teheran the trip nearly ended in disaster. On a mountain track bend, when Jackson was driving, he was suddenly confronted with two large trucks rushing towards him side-by-side. Hobson's choice—either hitting the trucks or driving over the edge of the road, not knowing whether the drop was four or 4,000 ft. Jackson chose the latter course and after bouncing some 150 ft. down the hillside miraculously came to a halt without turning over. After two hours' back-breaking work they manhandled the car back on to the road, but it was plainly obvious, after a few experimental miles, a new rear axle was imperative. They hitch-hiked back to Tabriz and phoned Teheran and, lo and behold, eight hours later Mr. Movahhed arrived complete with a Ford Cortina rear axle. Since Ford parts are interchangeable they were quickly on the road again, through Turkey and on to Greece. Soon they were skimming along the wide roads of Yugoslavia, on through Austria and West Germany to Rotterdam, from whence an air ferry swiftly returned car and crew to Southend Airport.

The Corsair, naturally enough looking slightly the worse for wear, was dented and had the scars of 29,991 hard, forceful motoring miles ingrained upon it. Eric Jackson and Ken Chambers had driven in shifts three hours on and



LAST STAGE. The tired pair, Ken Chambers (left) and Eric Jackson (right), sleep on the last stretch of the journey, the Rotterdam to Southend air ferry.

three hours off without the aid of any "Go Faster Pills". Their longest stint was 1,200 miles in 24 hours. Their hardest problem had been navigation; the natives at times were helpful but understandably confusing, thus the drivers mainly relied on the compass for guidance. Both drivers say they would like to do the journey again, but at a somewhat slower pace. However, Eric turned somewhat green when he recalled how he saw his dinner plates being washed in a lavatory drain when they stopped for a meal in India.

Their main problem was, according to Eric Jackson, Ken Chambers—and Ken Chambers's was Eric Jackson! A truly magnificent achievement both by men and machine. Congratulations, Eric Jackson and Ken Chambers. Congratulations, Ford.

WINNER Dave MacDonald lapped every car in the race, including Graham Hill's Lotus 23 and Chuck Parsons in a similar car, who MacDonald leads through a bend in his Ford-powered "King Cobra" Cooper.

it was no surprise to see him thunder across the starting line at the end of lap one with almost 100 yards to spare over the closely bunched cars of MacDonald, Holbert, Penske, Gurney and Ruby. The crowd didn't have long to wait before the sick and wounded cars that footnoted the entire race started calling at the pits. Grant made the first of many stops on the second lap with a sticking throttle, Holbert retired with a blown head gasket on lap four, Hall saw his half-mile lead perish when an electrical fire forced him to retire on the circuit on lap four, and A. J. Foyt went out on the same lap with a broken gear selector. From the fifth lap on the pits became the busiest spot on the course.

With Hall out, MacDonald inherited the lead and ground on and on, his engine almost to the boiling point and knowing full well that Holbert's identical team car had dropped out with heating problems. No one seemed to be racing anyone and the race became a gigantic bore, with drop outs and a few furtive re-entries causing only a slight flurry of excitement. Last year Penske had won by sitting back and letting front-runner Gurney finally retire in a poorly prepared Arciero Lotus 19. Since Penske couldn't catch the consistent and healthy sounding MacDonald, he used the same strategy. At half-way the order of the first five was MacDonald, Penske, Rodriguez (who was without brakes from the tenth lap because of boiling hydraulic fluid), Salvadori, and Surtees.

Except for Salvadori, who pitted for plugs, dropped to tenth and worked his way back up to seventh before the end of the race, the order at half-way remained until the end. MacDonald lapped Penske three laps from the end, and Penske had lapped third-place Rodriguez about the same time, so

King Cobra's Riverside G.P.

Carroll Shelby's New Cobra-Ford-powered Cooper Special Driven by Dave MacDonald Sets New Record Before 82,000 Crowd As Many Entries Drop Out

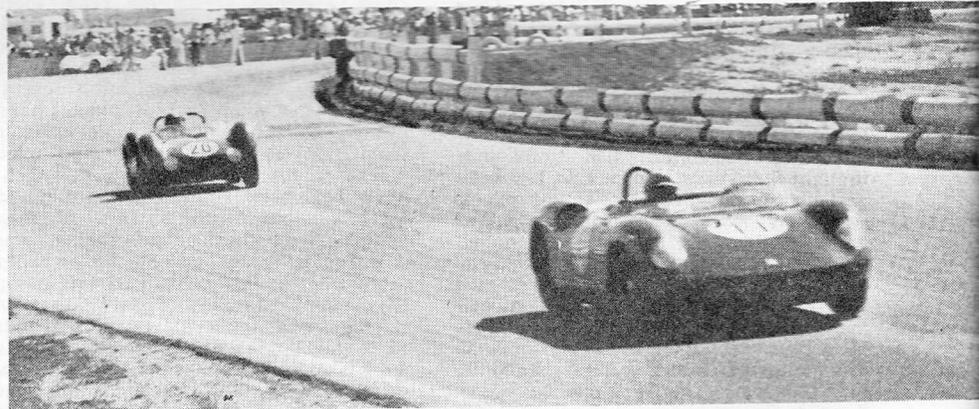
BY GORDON MARTIN

SHELBY AMERICAN team driver Dave MacDonald of California collected \$14,340 for setting a blistering record average speed of 96.352 m.p.h. to win the 6th annual "Los Angeles Times" Riverside Grand Prix for sports cars before a record crowd of 82,000 Southern Californians on 13th October. The 27-year-old MacDonald lapped every one of the 14 surviving cars in the 200-mile event, as 19 retirements reduced the race to a reliability contest. Last year's winner, Roger Penske of Pennsylvania, finished second in his 2.7 Zerex-Cooper-Climax Special, followed by Mexico's Pedro Rodriguez in a Super Genie-Ford, John Surtees in a 3.0 Ferrari 250P and Jim Clark in a Lotus 23. Clark won \$2,000 plus accessory money for winning the up to 2-litre category.

No fewer than four cars qualified above the ton mark for the first time on the 2.6-mile "short" circuit, and six entries bettered Penske's last year record qualifying time of 1 min. 35.0 secs. (98.62 m.p.h.). These included Texan Jim Hall and his radical, all-plastic, monocoque Chaparral-Chevrolet at 1 min. 31.9 secs. (101.84 m.p.h.); MacDonald's Cooper-Ford, 1 min. 32.6 secs. (101.16 m.p.h.); Bob Holbert, MacDonald's team mate in another of the Shelby Cooper-Fords and the 1963 U.S. Road Racing Champion, 1 min. 32.7 secs. (100.97 m.p.h.); Dan Gurney in a Super Genie-Ford at 1 min. 33.1 secs. (100.53 m.p.h.); Penske himself at 1 min. 34.1 secs. (99.46 m.p.h.); and Rodriguez at 1 min. 34.6 secs. (98.94 m.p.h.).

In addition to the drivers involved, the crowd was rather bitter about the failure of the much-heralded and long-awaited rematch between Clark and Indianapolis winner Parnelli Jones to come off. Clark and Jones were supposed to drive a Lotus 19 and Lotus 23 respectively, both equipped with 2.7-litre Climax engines and owned by Frank Arciero, a Los Angeles construction contractor. As at Kent's Northwest G.P. two weeks earlier, neither car ran well enough to qualify. Fortunately Clark was able to find a 1,600 Lotus 23B that a local Lotus dealer was about to deliver to a customer and acquired its use for both Riverside (and the last week-end's Pacific G.P. at Laguna Seca). Clark was able to qualify the Lotus 23 in the last six minutes of Saturday's all-day qualifying session and managed a spot on the eighth row of the starting grid. Jones contented himself with being a spectator.

No one could remember when a better list of entries had graced a sports car starting grid in the U.S. Qualifying times and positions behind the six already mentioned were: A. J. Foyt, 1961 Indy winner (Scarab-Oldsmobile), 1 min. 35.1 secs.; Lloyd Ruby, Indy and sports car veteran (Lotus-Ford Special), 1 min. 35.1 secs.; Roy Salvadori (2.7 Cooper-Climax Monaco), 1 min. 35.6 secs.; Skip Hudson (Chaparral-Chevy),



RELIABILITY on the part of his V12 Ferrari helped John Surtees to climb from 11th to fourth place. He is seen lapping Ron Dykes's Maserati Tipo 61.

1 min. 35.8 secs.; John Surtees (Ferrari), 1 min. 35.9 secs.; Jerry Grant (Lotus-Buick), 1 min. 36.1 secs.; Augie Pabst (2.0 Lotus-Climax), 1 min. 36.6 secs.; Tim Mayer (Lotus 23), 1 min. 36.7 secs.; Graham Hill (Lotus 23), 1 min. 36.8 secs.; Frank Gardner (Brabham-Ford), 1 min. 36.8 secs.; Dr. Dick Thompson (Maserati-Ford), 1 min. 36.8 secs.; Rodger Ward, 1959 and 1962 Indianapolis winner (Cooper-Chevy), 1 min. 37.1 secs.; Jim Clark (Lotus 23), 1 min. 37.6 secs.; Dave Ridenour (Super Genie-Buick), 1 min. 38.7 secs.; Chuck Parsons (Lotus 23), 1 min. 38.9 secs.; George Grinzewitsch (2.0 Cooper-Climax Monaco), 1 min. 39.3 secs.; Richie Ginther (Porsche RS61), 1 min. 39.4 secs.; and Bill Krause (Elva-Ford), 1 min. 39.6 secs., followed by nine U.S. and local drivers. Krause won the Riverside G.P. in 1960 with a Tipo 61 Maserati.

WHEN the starting flag dropped, Hall in the pole position won the drag race to turn one with such incredible ease that

there really wasn't much to get excited about.

Hill had led the up to 2-litre class for the early part of the race, but relinquished it to Clark when he pit stopped for a brake adjustment and managed to work back up to 10th by the time the chequered flag came out. Meanwhile Clark drove an impeccable race, held his position, survived a wicked shunt from Krause in the early stages, watched faster cars break up in front of him and held on for a fifth overall and first in class. Krause finished on the same lap for second in the 2-litre class, although he and Clark were running four laps down on the winner, and Monterey's Don Wester in a Porsche RS61 was third in class a lap further back.

RESULTS

1, Dave MacDonald (Cooper-Ford), 77 laps (200.2 miles) in 2 h. 4 m. 46.20 s., 96.273 m.p.h. (record); 2, Roger Penske (Zerex-Cooper-Climax), 76 laps; 3, Pedro Rodriguez (Super Genie-Ford), 75; 4, John Surtees (Ferrari 250P), 74; 5, Jim Clark (Lotus-Ford 23), 73 (2-litre class winner);

(Continued on page 579)

Eating Out at the Motor Show

Some More Suggestions by
SIR JAMES SCOTT-DOUGLAS, Bart.

PART TWO

OPEN all day and every day, very reasonably priced and succulently reliable food, well served in warm but not outstandingly decorated premises. Possibly the most amusing thing about *Choy's* is the crazy cross-section of people who go there. Everything from debs and Guardees, stockbrokers and delicious model girls, resting actors and actresses, "blotting-paper-requiring" journalists, etc. With cabaret, and a bill around a pound a head, try it!

What about fish? Well, what about it? A food this country is justly famous for all over the world. The toast is "Fish, coupled with the glorious name Oyster".

Undoubtedly the Brothers *Bentley* (Derek, Roy and Bill) had a hard example to follow when they took over their world-famous fish restaurant and oyster farms from their father some years ago but they have amply succeeded in retaining the necessarily high standard.

In this rather Edwardian temple of good food a gentleman can either sit at the marble-topped bar and take a couple of dozen oysters of varying sizes and wash them down with an excellent Chablis or Black Velvet before going on to the theatre. Or one can sit and dine off beautifully prepared dishes of lobster or turbot or halibut or a myriad of different ways of doing sole and plaice or what you wish. Incidentally, their hot Lobster Bisque is the most delicious soup I can ever remember tasting. Also their Sole Walewska is a dream.

They are not cheap. Lunch for two with wine and a sherry or so beforehand is going to knock you back a fiver . . . but for the best, you have got to pay.

Another fish place much loved by the Runyonesque world of publicans, bookmakers, journalists and general characters is *Shekey's* in St. Martin's Court, just off St. Martin's Lane. Scrubbed floors, no pretty-pretty whatsoever, just fabulous great portions of fish, fish and fish. Good, cheap wines are available, and a carafe, say, taken with a vast slice of steamed halibut and a really smooth and tasty lobster sauce is fit for a king. Their stewed eels in parsley sauce have caused many a bookie nearly to miss the "Off" of a big race because he could not resist a second helping.

About a pound a head with wine is a far from out-of-the-way price. Only one thing they shut at 8.30 during the week (open all the afternoon) and 3 p.m. on Saturday.

Does the idea of pretty girls dressed as Edwardian waitresses, a honky-tonk piano, notices requesting you not to "expectorate" and sundry other quite amusing gimmicks appeal to you?

Well, then, it's the *Contented Gole* for you, at the bottom of Exhibition Road, near South Kensington station. Eat the excellent fried fish and old English puddings there or take them away. "You pays your money and you takes your choice." Cheap for a restaurant, slightly pricey for a fish and chip shop, but a lot of fun and after all somebody has got to pay the pianist.

Bistro! This has become a grossly over-worked word in the contemporary eating-out scene and I fear not all that many

of them live up to what one expects of the word.

But one that does honour to the word and, indeed, to good food generally is *Nick's Diner*.

A large, extrovert Old Etonian, who managed inexplicably to cultivate a palate and a sense of food through the purgatory of Public School catering, bought a broken-down old working man's café in Ifield Road, off what was then a particularly seedy part of the Fulham Road. His name, Nick Clarke.

In four and a half years he has built himself a high reputation for imaginative food in the best tradition, coupled with a small but excellently planned wine list, which changes with the menu from time to time, and is chosen to compliment the dishes of the moment. And, joy of joys, nothing but fresh vegetables, fresh fruit and fresh cheese are allowed to be served in this restaurant.

Open six evenings a week, dinner only, from seven till approximately 11.30, but it is necessary to book for they come from far and wide and there is none too much room. Not everywhere can you get a meal like this for even twice the thirty bob a head, including wine. By the way, the number is FLAX-man 0930.

One of the sure-fire ways of ruining your dinner and your digestion is dancing during the meal. Personally I prefer to dine and then go and dance afterwards. But there are an awful lot of ladies who do not consider they have had an evening out unless they can be up on their little feet every five minutes, having a jolly good look around the room, seeing who's with who and what they are wearing. Not the least important, of course, being seen themselves!

So, if you have lost the battle, at least go somewhere to get excellent value for your money, plus a top-rate cabaret and as much dancing, before, during and after the meal, as you want. For my money, there is only one place. The good old *Pigalle*, on Piccadilly.

For 47s. 6d. apiece, without drinks, you get a good dinner, two shows at nine and midnight and as much dancing as your poor "motor-show weary" feet can stand.

At the moment, Jill Day is starring in Tropical Paradise, aided and abetted by as glorious a line of chorus girls and dancers as you could ever hope to get your hands on . . . given half a chance.

If you don't want cabaret, but feel inclined to a slightly more intimate atmosphere, try *Sir Harry's Bar*, on the corner of Down Street, and Hertford Street, just behind the London Hilton. Brian Morris runs it and will give you a good welcome. You can dine and dance here to two great little bands from 7.30 to 2.30. You can eat well "à la carte" for about 27s. 6d. a head without wines and dance in a most pleasant and "unclipjointish" atmosphere. The food, wine and music are good, the waiters are unsurly to a point of positive well-disciplined cordiality and this combines with a good decoration to make *Sir Harry's Bar* a place you will almost certainly like.

If you are crazy about the twist, the hully-gully and all that sort of jazz, the *Crazy E*, in Jermyn Street, is for you. Open from 8 p.m. until 4 a.m., it's a great favourite with "fringe of show business" crowd.

Pub, pubs, glorious pubs! The saddest thing to me is more and more licensees or

tenants are being pushed out of the trade and replaced by managers. I have nothing against managers as such, but no man on a set salary is going to try so hard as a man who pays rent and makes the business into something for himself, as the tenant does. The successful pub, surely, is a reflection of the landlord's personality both in itself and in the characters that he has gathered around him.

One of the almost legendary characters of this sort is a wild Irishman who, except for war service in the Navy, has lorded it over the *Star Tavern* in Belgrave Mews West, just off Belgrave Square, since 1937. His name is Patrick Joseph Kennedy, universally known as Paddy.

A list of the characters who are regulars here would read like a selection out of every newspaper column ever written. Show business people like Crosby, Hope, Mitchum, the late Humphrey Bogart and Lauren Bacall; international café society characters like Gerry Albertini, the Maharajah and Maharanee of Cooch Behar; journalists (off and on duty); top-line Scotland Yard men (likewise); people from the other side of the law (strictly off duty). There is no end to the list . . . even many members of the various embassies around Belgrave Square get their first taste of an English pub here.

Paddy's language has been known to be somewhat robust and Rabelasian from time to time, but it is all part of the fun, and such is his charm, that even the most respectable Belgravian dowager would hardly raise her lorgnette. Try anytime but Sunday morning when it really gets un-comfortably crowded with people looking for PEOPLE. Generally, on a Sunday morning, PEOPLE stay away from the *Star* and leave it to people.

A little farther west are two pubs fairly close together which both merit mention for a great many reasons. Firstly, the *Australian* in Milner Street, just by Lennox Gardens. Cyril and Fanny Higgins are, without doubt, two of the nicest folk in the trade and the success of their business is the very evident proof of this. Delicious hot and cold snacks, cooked by Fanny, and a very sophisticated choice of drinks and cigarettes, which is Cyril's department.

Just along the road about a hundred yards, the *Admiral Codrington* run by Jack Lewis. An interesting crowd of people use it.

To mention just a few of the hundreds of others where one is certain to enjoy oneself: *The Victoria*, in Strathearn Place, off Hyde Park Square; the *Windsor Castle* in Campden Hill Road; the much-renovated and improved *King's Head and Eight Bells* on the Embankment at the bottom of Gleebe Place, Chelsea; the *Nag's Head*, Kinnerton Street; and indeed all four pubs in this one little beauty spot of a street; Sean Treacy's *Queen's Elm* in Fulham Road (the Chelsea part) . . . and so on and on. Cheers! Skol! Salut! Sante, etc., etc.

If you visit the places I have written about, I am sure you will have as much fun in them as I do. I hope so. One place I must not forget, for those who are members, is the *Steering Wheel Club*, now moved into handsome new premises in 47 Curzon Street. All the old faces are still working there, as well as a very personable new secretary, Cyril Watkinson, who has long been well known on the motor racing scene.

Good eating! Bon appetit!

RIVERSIDE—continued

6, Bill Krause (Elva-Ford), 73; 7, Roy Salvadori (Cooper-Climax Monaco), 73; 8, Bob Bondurant (A.C. Cobra-Ford), 72; 9, Don Wester (Porsche RS61), 72; 10, Graham Hill (Lotus-Ford 23), 69; 11, Rick Lewis (Road Runner II), 68; 12, Ed Leslie (Lotus-Ford 23), 67; 13, Augie Pabst (2.0 Lotus-Climax 19), 62; 14, Frank Monise (Lotus-Ford 23), 39.

Retirements: Lap 53, Ron Dykes (Maserati Tipo 61), engine; lap 4, A. J. Foyt (Scarab-Olds), gear selector; lap 64, Frank Gardner (Brabham-Ford), fan belt; lap 29, Richie Ginther (Porsche RS61), con. rod; lap 32, Jerry Grant (Lotus-Buick), broken throttle; lap 32, Miles Gupton (Porsche RS), engine; lap 32, Dan Gurney (Super Genie-Ford), water hose; lap 4, Jim Hall (Chaparral-Chevy), electrical fire; lap 32, Walt Hansgen (Cooper-Buick), piston; lap 4, Bob Holbert (Cooper-Ford), head gasket; lap 45, Tim Mayer (Lotus-Ford 23), heat exhaustion; lap 35, Chuck Parsons (Lotus-Ford 23), engine; lap 35, Dave Ridenour (Super Genie-Buick), transmission; lap

57, Dick Thompson (Maserati-Ford), burst oil cooler; lap 14, Rodger Ward (Cooper-Chevrolet), overheating.

What Did It All Prove?

BESIDES proving that motor racing can sometimes be a bore, a few significant facts came out of the Riverside G.P. For one thing, it was certainly a big day for Ford. Four A.C. Cobra-Fords had swept the first four positions in an earlier one hour G.T. car race, and eight of the surviving 14 cars in the G.P. were Ford-powered, three with U.S. Ford engines, and five with English Ford power-plants. Of the non-Ford-powered cars, three used Climax, and one each were Ferrari, Porsche, and Chevy.

Of the 17 over 2-litre cars in the race, 14 used U.S. engines (six Ford, four Chevrolet, three Buick, one Olds) and only four survived (three Ford, one Chevy).

THE FIRST FIFTEEN

Autosport's Annual Assessment of Grand Prix Drivers

by GREGOR GRANT

WORLD CHAMPION driver Jim Clark seated in the Constructors' Championship-winning Lotus 25: altogether a most successful combination.

THIS article is, of course, written before the end of the 1963 Grand Prix season, for the Mexican and South African races have still to come. However, eight *grandes épreuves* are sufficient for any evaluation of Formula 1 drivers, and the World Championships, at any rate, appear to have been settled. Jim Clark's total cannot be surpassed for the drivers' title, and Lotus-Climax cannot be overtaken in the Constructors' contest.

Clark thoroughly deserves the title "Flying Scotsman," given to him by this journal. Throughout the season he has shown brilliant form, and the ability to drive just that much faster than anyone else. His equipment has been absolutely first class, and, although others have tried, there was no real answer to the speed and reliability of Colin Chapman's Lotus 25 monocoque, which carried Jim Clark to five Grand Prix victories, namely, Spa-Francorchamps, Zandvoort, Rheims, Silverstone and Monza.

Therefore, one has no hesitation in giving Jim Clark a five-star rating. Not one of his rivals will dispute this, for more than a few G.P. drivers have said, after a race, that it would have been a tremendous struggle if it hadn't been for Clark. He has also shown himself to be a great all-rounder, as witness his remarkable performance at Indianapolis

with the Lotus-powered-by-Ford, and his feats with Lotus 23, Lotus Cortina and Galaxie. Just by way of a change, Jim Clark entered the AUTOSPORT Three-Hour Race at Snetterton on 28th September with a Normand Lotus 23—and won!

Now we come to the most difficult decision of all: who follows Clark in the 1963 rating? Quite candidly, there is little to choose between a group of top-line conductors who, in every race this season, have been prominent in both races and training. I refer to Graham Hill, Richie Ginther, Dan Gurney, Jack Brabham and John Surtees. Put the names in a hat, draw them, and it would probably still be quite fair. Anyway, AUTOSPORT has no hesitation in awarding all of them four stars, taking them in any order you wish. However, in this review, it is more or less expected that some attempt be made at arriving at an order, so here goes.

Graham Hill, Champion of the World in 1962, has so far won two *grandes épreuves*, and in race after race has shown himself to be every bit as quick as Clark. His car control is superb, and he never lets up for a single instant. One was tempted to bracket him with Jim Clark, but one must also take into account Jim's five wins, which cannot all be due to better equipment. He is there-

fore, runner-up in the "star" table. Close, and very close behind, must come John Surtees. This is a tremendously fast driver who has raised Ferrari Formula 1 prestige from the doldrums, despite having to contend with more or less experimental equipment. His Nürburg-ring win was no fluke, and if engine trouble hadn't intervened at Watkins Glen, he might have won there—still with the "interim" car, as the much faster "Aero" had troubles in training.

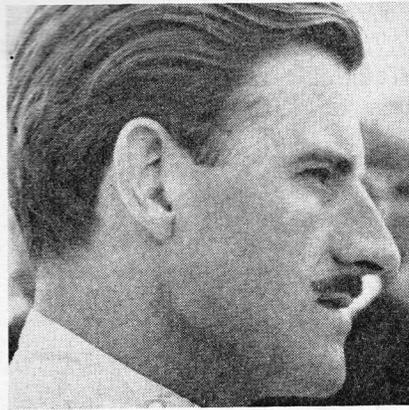
Just as fast is Dan Gurney, on whom Dame Fortune failed to shine, and caused him to suffer annoying and often minor bothers, which prevented his Brabham-Climax from seeing the chequered flag. The big Californian is one of the greatest drivers ever to come out of the U.S.A., and can mix it with the best. Of Richie Ginther, one cannot say too much. Another American, his consistency this season has been a byword, and it is no coincidence that he stands second in the World Championship table. Ginther has improved tremendously since last year, and now seems to have found the stamina which some people thought prevented him from finishing higher up in the past. Not quite so fast as his team-mate, Richie nevertheless realizes his capabilities, and drives accordingly.

Now we come to Jack Brabham, as



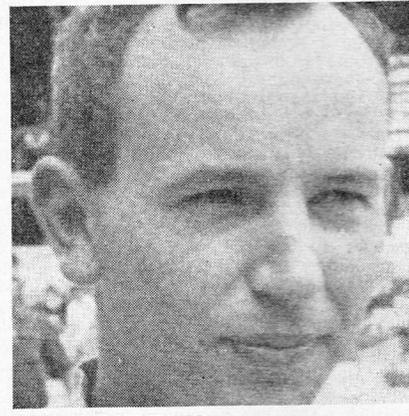
JIM CLARK

"Just that much faster than anyone else . . ."



GRAHAM HILL

"Never lets up for a single instant . . ."



JOHN SURTEES

"This is a tremendously fast driver . . ."



DAN GURNEY

brilliant as any, but suffering from the responsibilities of a manufacturer, on top of the strain of modern Grand Prix racing. Some say that Jack is driving even better than ever but, like his teammate Gurney, he has also suffered from irritating troubles, which have let the promising Brabhams down on several occasions.

So there we have it, five brilliant Grand Prix conductors, all making Formula 1 the series of hotly contested races we have come to expect. It only serves to emphasize the uncanny skill of Jim Clark that he can beat this little lot, any one of whom is a possible winner as soon as the flag falls.

Cooper-Climax have been rather disappointing this season, and therefore one has never been able fully to rate the capabilities of those fine drivers Bruce McLaren and Tony Maggs. There is little to choose between them, but we have become used to seeing them leading a group behind the drivers already mentioned, and, realizing that both of them can go really quickly, the conclusion is reached that their equipment was not quite fast enough in comparison with others. Bruce gets slight preference, but otherwise the pair both get three stars. Innes Ireland has accomplished many meteoric laps with the monocoque B.R.P.-B.R.M., and could quite well be in the four-star category had he finished more races. In company with McLaren and Maggs, he gets three stars.

Concentration on Jim Clark's car has often left Trevor Taylor with a very second-best machine, and this unfortunate driver appears to become involved in incidents which are none of his making.



RICHIE GINTHER



JACK BRABHAM



BRUCE McLAREN

THE "STARRED" SELECTION.	
Jim Clark	*****
Graham Hill	****
John Surtees	****
Dan Gurney	****
Richie Ginther	****
Jack Brabham	****
Bruce McLaren	***
Tony Maggs	***
Innes Ireland	***
Trevor Taylor	**
Jo Bonnier	**
Phil Hill	**
Lorenzo Bandini	*
Masten Gregory	*
Jo Siffert	*
Honourable Mention: Chris Amon; Carel Godin de Beaufort; Jim Hall; Mike Hailwood.	

He is a splendid conductor, and one feels that he has been rather wasted and, with more confidence in his equipment, would have been far higher in the Championship table than he is; two stars. Jo Bonnier has been driving as well as ever before, but has been plagued with mechanical trouble all season. He must rate at least two stars, which he shares with Phil Hill, who is *still* a first-rate driver in spite of a dreadful season with the new A.T.S. When the car was going properly, which wasn't very often, the former World Champion showed all of his old skill, and with reasonable equipment could again be a challenger for top honours.

Lorenzo Bandini must rate a star, because he is developing rapidly as a Grand Prix driver and, as he showed in training at Nürburgring, has a sure grasp of what it takes to hustle a car round quickly on a difficult circuit. Masten

Gregory must still be regarded as a very fast driver, and one wishes that he could be seen more often in a car suitable to his undoubted skill.

Finally, from the remainder, one more star is awarded. All have a claim; Jim Hall has shown great commonsense in his first season, whilst Mike Hailwood is surely a star of the future. Carel Godin de Beaufort has done remarkable things with his veteran Porsches, whilst Gerhard Mitter had a fine drive at Nürburgring in an outclassed car. Chris Amon, despite his youth, is a highly promising recruit, but one has never been able to classify Giancarlo Baghetti at all this year, because of the utter unreliability of his equipment. He has not, so far, fulfilled his early promise. It is the same with the Scirocco drivers, Tony Settember and Ian Burgess, for in the Grands Prix the cars have been notably unreliable.

However, giving the matter the most careful consideration, it is felt that the driver most worthy of inclusion is Jo Siffert. The Swiss has displayed real driving ability, and has accomplished much more than the majority of non-works drivers.

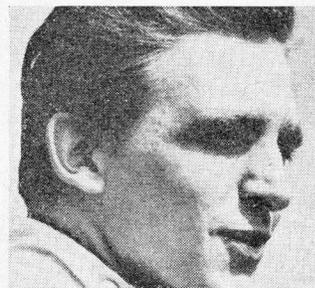
That, then, is the complete list. Any attempt at rating drivers must lead to controversy, but it is believed that a ballot amongst readers might arrive at the same conclusions. This annual article has been criticized strongly in the past by other motoring journals, but we can see no reason why AUTOSPORT cannot arrive at certain findings, bearing in mind that they are entirely unofficial, and based on observations made during the current season of Formula 1 racing.



TONY MAGGS



INNES IRELAND



TREVOR TAYLOR



JO BONNIER



PHIL HILL



LORENZO BANDINI



MASTEN GREGORY



JO SIFFERT

THE London Motor Show of 1963 is a memorable exhibition. So often one finds that the British event, following as it does immediately on the heels of the Paris Salon, is an anticlimax compared with the spectacle which the French stage. This year the S.M.M.T. have won the contest hands down.

From the daily newspapers we have learnt that records are being broken for cars actually ordered and cheques signed. Certainly, the prosperity of the British motor industry has never been greater, and the quality of manufacture, which admittedly fell below our traditional standards, is now rising significantly with much more thorough inspection systems in the factories—garages are no longer expected to finish the construction of the cars before they sell them.

Among buyers the demand is for quality rather than for the ultimate in low prices. In days gone by one could order a special body for the chassis of one's choice, having it finished to the highest standards. Today, the body and chassis are generally one, and in any case the current car has so many "built-in" accessories that it is no longer satisfactory to order "one-off" *carrosserie*. Yet, very acceptable results can be obtained by modifying and re-equipping popular models.

An example of this trend is the "De Ville" adaptation of the Mini-Cooper by Harold Radford. With upholstery to coach-building standard, plenty of walnut, and every conceivable accessory, this little de luxe model sells like hot cakes at over £1,000, which is somewhat astonishing. On the same stand, the Stirling Moss Cortina is another elaborately modified popular model. Both these cars have electrically operated window lifts, which will become normal equipment, I predict, on all but the cheapest vehicles. A beautifully finished standard model is the new Vanden Plas Princess 1100, which is a high-quality car for only £894.

This growing appreciation of the hand-finished car is a splendid thing. Let us hope that it will lead to the deletion of chromium-plated writing on the rear ends of automobiles. Who cares if the car in front is a "Super" model, and the fact that it has an overdrive is the business of nobody but the owner. It is additional that a small badge should be fitted to the nose of a car to identify its make for those interested in such things, but to write or print messages on the back is merely vulgar. The first firm to offer a dechroming service should make some money.

Of the new models at Earls Court, the Rover 2000 is attracting enormous attention, demand far exceeding supply. The public are beginning at last to tire of the conventional rear axle, and the de Dion rear end of the Rover is a selling point among even the most conservative buyers. The provision of a really powerful hand brake is also appreciated, for weak parking brakes on disc installations have caused much dissatisfaction.

The new Triumph 2000 saloon, which replaces the old Vanguard, is another winner. A really roomy four-door car with independent suspension all round must make a tremendous impact at £1,094. The choice of a six-cylinder engine is wise, for the buyers are beginning to appreciate multi-cylinder luxury. To provide synchromesh on bottom gear is also sensible, as many people will no longer buy a car without full synchronization.

Another all-independent car is the new S-type Jaguar. That a large luxury saloon can exceed 120 m.p.h. has ceased to be remarkable in this high-performance age. That the rear passengers can travel in real comfort on bad roads, even when the driver is "having a go", is worthy of considerable emphasis. Yet there is still room for a conventional specification among the cheaper cars, and the rigid rear axle of the Vauxhall Viva does not deter the buyers, who are eager to slap down £527. With very light controls and a gearchange worthy of a Grand Prix car, the Viva is making many friends.

Having been announced long enough ago to be seen in considerable numbers on the road, the Hillman Imp has many owners who are extremely enthusiastic. Its very advanced design contrasts with the conservatism of the other Rootes cars, and it is certain to become a tremendous success now that manufacturing difficulties have been ironed out. In the Ford Corsair the almost impossible task of designing a good-looking family saloon has been achieved.

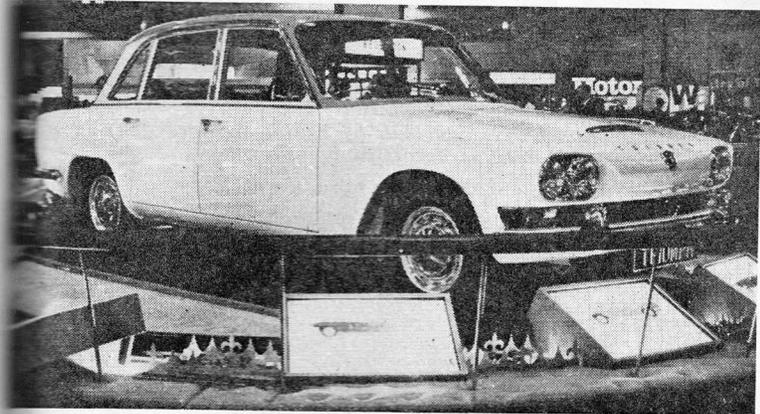
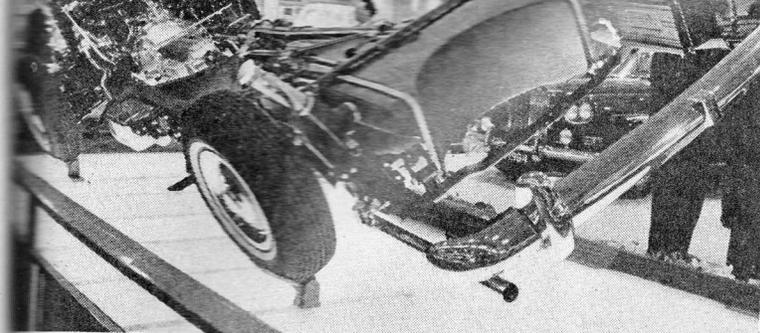
Let us turn to high performance cars, which means a visit to the Ferrari stand. Here, the Type 250 Le Mans Competition Berlinetta G.T. Prototype, to give it its full cognomen, is the centre of attraction. With a rear-mounted 12-cylinder engine and independent suspension all round, this must be the Car of the Show. Incidentally, there may be some doubt about British Racing Green but Italian Racing Red can be seen in all its glory on this model. The Berlinetta de luxe coupé is one of the most desirable road cars at the show, and the

EARLS COURT 1963

By JOHN BOLSTER

Photography by GEORGE PHILLIPS





ROLLS-ROYCE exhibited a complete chassis on their stand (top). A few minor detail modifications have been announced by R.-R. for 1964.

TRIUMPH 2000 replaces the old Standard Vanguard (above, centre). It is equipped with a six-cylinder 2-litre engine and features independent suspension.

REVOLVING on its turntable is the de luxe version of the Vauxhall Viva (above). This is the first small car produced by Vauxhalls for some time.

CAR OF THE SHOW is surely the 180 m.p.h. Ferrari 250 Le Mans Competition Berlinetta (right). This is the car that renders the GTO obsolete!

BEAUTIFUL Bertone lines are displayed by the Iso (below, right). This Italian produced car is propelled by a V8 5.4-litre Chevrolet Corvette engine.

Pininfarina 2 plus 2 is shown with the larger 4-litre engine.

The Iso is another Italian car, this time with an American engine, however, in the form of a Chevrolet Corvette V8. Called Iso-Rivolta in Italy, the car seems to have dropped half its name here, for obvious reasons. With its de Dion axle and Bertone coupé body, the Iso sells for just under £4,000, and a British company has been formed to market it seriously. Light and well streamlined, it is capable of an extremely high performance.

Other cars with large American engines are to be found at Earls Court. The Bristol 408 has 5,130 c.c. and 250 b.h.p., while the beautifully finished body has been attractively restyled. The Jensen, which somehow has rather a Chinese look by virtue of the unusual location of its headlamps, boasts no less than 5,916 c.c., though the chassis design is orthodox. The Facel Vega, in its latest form, is the best-looking car of this group.

Of an entirely different calibre, the A.C. Cobra is shown in stripped chassis form. A new type of close-ratio gearbox is

fitted to the Ford V8 engine, which saves 30 lb. through having an aluminium casing. For sheer kick-in-the-back acceleration there's nothing to compare with the Cobra. The whole production is still going to the U.S.A., but when available this super-sporting A.C. will cost £2,453 in England.

The once popular practice of exhibiting bare chassis is returning to favour, one notes with pleasure. Among these, the Rolls-Royce is a rather surprising manifestation, but it is pleasant to see a good, old-fashioned cruciform frame, and the operation of the servo brakes, with many safety features, can be worked out. The Saab chassis is shown, which will perhaps cure certain journalists who persistently credit it with having independent rear suspension. The sectioned three-cylinder two-stroke engine has a sturdy crankshaft on four ball bearings, the only gears in the engine being in the distributor drive.

Another of the many cars which are naked and unshamed is the Elva. This machine can now be obtained with either the Ford or the B.M.C. 1,800 c.c. engine. According to price, one can have either a rigid rear axle or wishbone independent system. Considerable development has taken place during the past year, the Elva now being available with open or closed bodies, the prices of all models being very reasonable.

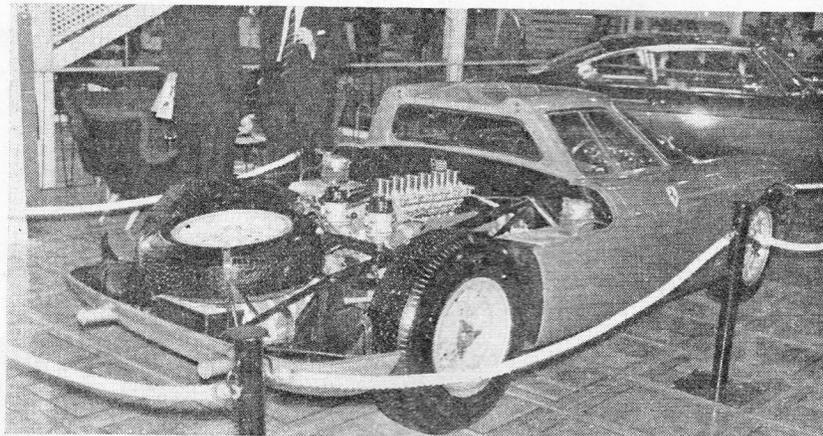
The Reliant Sabre has a box-section frame and a rigid rear axle located on Watts linkages. The front independent suspension is now conventional. As this compact car is powered with a Ford Zodiac six-cylinder engine, the performance must be considerable. The Sabra, the Israeli version, still retains the earlier leading-arm front suspension.

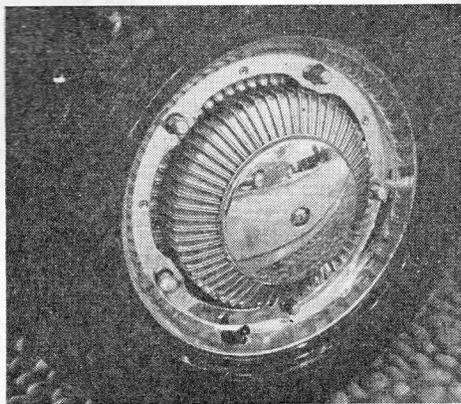
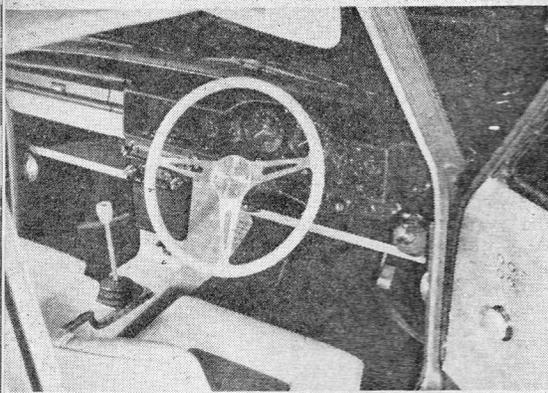
The Lagonda now has the 4-litre six-cylinder Aston Martin engine, but with a lower compression ratio and Solex instead of SU carburetters. Beside the well-known open Morgans, the new coupé brings a touch of luxury to this rather "tough" make. Lotus show the whole range as well as the Lotus version of the Ford Cortina. The Elite still looks beautiful, but the Elan somehow lacks distinction and would be none the worse for a touch of Italian styling. The Super Seven, on the other hand, is just its own "hairy" self.

Of the cars which we have already seen at Frankfurt or Paris, the six-cylinder Porsche is on view priced at £3,750, but will not be available with right-hand drive for at least a year and a half. The Panhard 24 coupé is creating quite a stir, which it deserves to do in view of its unique appearance though the price is somewhat steep. The splendid collection of cars on the Lancia stand are all the more attractive for recent changes in specification. The Flavia, in particular, is transformed by having a larger engine and closer gear ratios.

Immensely desirable, the Fiat 2300S coupé by Ghia is a centre of admiration. AUTOSPORT hopes that an erroneous caption in the Paris Show report did not mislead any readers, for everybody knows that the Fiat 2300 has six-cylinders!

On the N.S.U. stand many young men are seen standing on their heads trying to puzzle out how the Wankel engine works. The dramatic Maserati 3500 G.T. with fuel injection, as tested by this journal, can be examined in all its beauty. Just the





INSIDE of Stirling Moss's Dream Car—the Ford Cortina G.T.-based car designed by Ogle and built by Harold Radford (left). INTRIGUING brake drum and wheel of the new Panhard 24 (centre). HILLMAN IMP is decorated by two other imps for the benefit of the photographers (right).

right size, the Alfa Romeo Giulia Sprint G.T. will cause many people to try it on with their bank managers. The B.M.W. 1800 is earning golden opinions on the Continent and we are looking forward immensely to testing this model.

The Simca 1500 is not yet available in England, but at £798 the 1300 must attract the customers. We still await the very beautiful Bertone coupé on the Simca 1000. People who have only seen the Mercedes-Benz 600 in photographs are gazing in awe at the immense size of this ambassadors' car. A cheaper version of the Renault R8 still has a heater and windscreen washers at the inclusive price of £628. There are disc brakes all round, of course. For sheer excitement, the twin-cam Abarth models are about the ultimate.

There is scarcely a car which has not been modified in detail during the year, even if the changes are not visible. The Alvis now has four headlamps in vertical pairs, but it also has a new cylinder head which gives much more punch and the five-speed gearbox has been standardized.

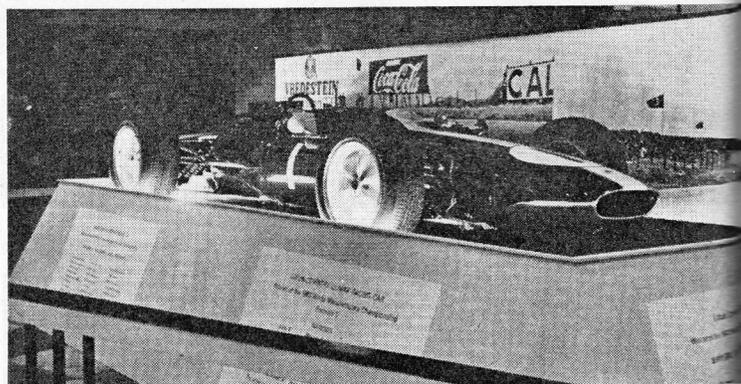
The Rover-B.R.M. is still exactly as it finished the Le Mans race, and the same engine has done the equivalent of at least another 24-hour race in helicopter tests, with no repairs. If the organizers can get down to the job of classifying a turbine, Rover have every intention of racing seriously at Le Mans in 1964.

Another car which is still entirely as it was in an event is the little D.A.F., which put up such a splendid show in the Liège. No car deserves to be exhibited more than this tough little warrior.

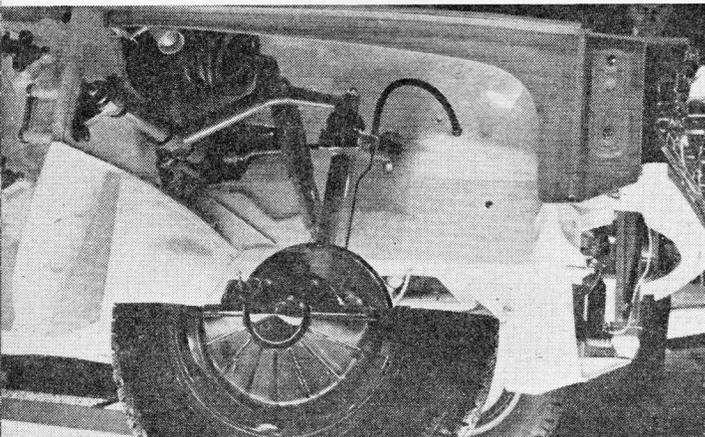
As usual, there are plenty of large American cars on show at Earls Court. Although such big machines have a limited sale in England, the racing victories of the Galaxies may increase interest in them. The Americans seem to have abandoned many of the engineering novelties which they showed two years ago, and the typical transatlantic car is large but entirely conventional. These big chassis are often found carrying very attractive convertible coachwork.

"Atmosphere" is a difficult word to define, but the atmosphere at Earls Court has undergone a subtle change compared with previous years. This may be due to the improvement in quality of our cars, but it renders the motor show a much more pleasant place in which to work.

INTERESTING front suspension layout of the new Rover 2000 is shown clearly in the cutaway version of the car that was exhibited (left). NOBODY could make up their mind as to whether or not the front end of the Studebaker Avanti is beautiful or ugly (right). At least it's different.



WORLD CHAMPION'S car—the Lotus-Coventry Climax 25, which also gave Colin Chapman's firm the Constructors' Championship (above). The Lotus was immaculately presented. ROVER-B.R.M. attracted much interest (below).



Cortina G.T. Triumphs in Armstrong "500"

Third Win for Bob Jane and Harry Firth in Australian Touring Car Race

By PETER BAKALOR

A FORD Motor Company-entered Cortina G.T., driven by Victorians Bob Jane and Harry Firth, was the first car to cross the line in the Armstrong 500-mile race, run at Bathurst, N.S.W., on 6th October. The event was open to unmodified cars manufactured or assembled in Australia costing less than £A2,000, at least 100 of each car to have been registered in Australia. In the interests of safety, competitors were allowed to use special brake linings, but apart from this absolutely no departure from the specifications of the manufacturers' workshop manuals was allowed. To enforce this regulation, the first six cars in each class were stripped the day following the race and examined for any signs of non-standardness. Run on a class-by-price basis, there was no award for an overall winner, but the prestige of first place overall, even if unofficial, was the aim of many competitors. The Cortina G.T. took the lead on the seventh lap, and held it for the remaining 123, stopping only for fuel and driver changes. This car won class C, for cars costing £A1,000 to £A1,200. The most closely fought class was class A (under £A900), which went to a VW 1200 after a race-long duel with a Morris 850, which overtook while in the lead only 100 yards from the finish. Other class winners were a Chrysler Valiant, which won class D (over £A1,200), after a Ford-entered Zephyr 6 was slowed by a flat tyre, allowing the Valiant to go ahead, and a Morris-Cooper, which was victorious in class B (£A900 to £A1,000). This was the third Armstrong 500 out of four in which the Jane/Firth combination has triumphed.

A TOTAL of 61 cars, comprising 22 different models, had entered for the race. The Ford Company had entered a Zephyr, two Cortina G.T.s and two Cortina 1500s, while two more G.T.s were entered privately. The Shell-sponsored Scuderia Veloce had entered three cars, a Renault R8, a Vauxhall Velox and one of the new EH-S4 Holdens, this car being driven by top-line saloon-car pilots Spencer Martin and Brian Muir. The B.M.C. official rally team of three Morris Major Elites were entered by the Bathurst B.M.C. dealer, and a total of 12 Morris Coopers, 6 850 Minis, 5 VW 1200s, and 5 more EH-S4 Holdens made up the bulk of the entries. There were also two cars with automatic transmissions, a Humber Super Snipe and a Chrysler Royal, which unfortunately did not start.

Practice, held on Saturday, 5th October, was a fairly serious business, as pit crews measured tyre and brake wear, and fuel consumption. More than one Mini-Cooper had gearbox trouble, the Humber broke a rocker, the lone VX4/90 crashed and could not be repaired in time, and the Velox lost second gear. The scrutineers found that all the Holdens were fitted with jets other than those specified in the manual, and insisted on the change, despite the fact that those on the cars were as fitted to all cars by the factory. Fastest car in practice was the EH-S4 Holden of Muir and Martin, which lapped at 66.5 m.p.h., in 3 mins. 29.3 secs. Within three seconds of this time were the Cortina G.T.s of Firth/Jane and McPhee/Ryan, the Weldon/Needham Studebaker Lark and the Bartlett/Reynolds EH-S4. The 3.875-mile Bathurst circuit is ideal for this type of event, for the surface is of average Australian country road standard, includes some steep hill-climbing and a full speed straight. Cars were timed over a flying eighth mile of the straight and most, aided by the long downhill run, recorded about 10 m.p.h. above normal top speeds. The Super Snipe was timed at 97 m.p.h., despite a speedometer reading of over 120!

In all, 57 cars started the race, at 9 a.m. Into an immediate lead went the Needham/Weldon Lark, followed closely by David McKay in the Velox. Somehow everyone got round the first corner and at the end of the lap the Lark and the Velox were still in front, closely followed by Bartlett's Holden, 3 Cortina G.T.s and Brian Muir's EH-S4. After three laps the field was spread over half the circuit. The Velox was dropping back as the Cortinas moved up, Jane taking second spot on lap 4. A lap later the Velox was in the pits, with strange noises coming from the valve gear. Two laps later Jane was leading, with Ian Geoghegan in the second works Cortina G.T. in second spot. The battle for class A honours had begun, as the Holland/Little 850 held a narrow lead over the Reynolds/McKeown and Ford/Ferguson VWs.

With 14 laps completed the EH-S4 of Brian Muir came into the pits with a broken

left-hand rear shock-absorber. After 16 laps the Mackie/White VW came into the pits, followed by the Kelley brothers' Mini-Cooper suffering from clutch slip. In one hour's racing the leaders had covered 18 laps. Muir's Holden had broken another shock absorber and the propeller shaft pulled out of the gearbox, stranding him at the top of the straight. He removed the shaft and freewheeled down the straight, pushing the car into the pits, where a shaft taken from the nearest Holden in the paddock was fitted. The Humber came into the pits, and was to retire with a holed piston following a dropped valve, while one of the Simca Arondes stopped on the mountain with chronic overheating. The Holden/March Peugeot 404 lost a wheel, but was soon going again.

General refuelling and driver-change stops began after about an hour and a half, the second-placed Cortina G.T. of the Geoghegans stopping for 1 min. 33 secs. The Velox had retired with broken and cracked valve spring retainers, and the third Scuderia Veloce car, the Renault R8, had stopped, David Walker being unable to find any gears. The class leaders after 30 laps were the Needham/Weldon Lark, the Jane/Firth Cortina G.T., the Chivas/Wilkinson Mini-Cooper and the Ford/Ferguson VW, which was having a turn in front of its great rival, the Mini. Bob Jane was lapping in 3 mins. 27 secs., a really cracking pace. After 2 hours and 34 laps the two Cortina G.T.s led overall from the EH-S4 of Kevin Bartlett, the Cortina G.T. of Bruce McPhee, two more EH-S4s, then the Studebaker. Three Mini-Coopers had retired, two with gearbox trouble and one with a hole in the block. The Hodgson/Smith Mini-Cooper had no second and also had to replace a wheel, while the Foley/Manton Mini-Cooper had only top gear after 38 laps and the Martin/West car was jumping out of third.

With the first driver changes completed, Leo Geoghegan's Cortina G.T. began to catch Harry Firth's sister car, and got to within 12 seconds of him. Bill Reynolds lost a wheel off the leading Holden shortly after midday, while at the back of the field the Muir-Martin EH-S4 was circulating rapidly despite its earlier problems. With 58 laps completed the Geoghegan car stopped with throttle linkage problems, following a crash stop from high speed when balked on an overtaking move. Some laps later another stop was made to change the front anti-roll bar and they now lay third in their class behind the Cortina G.T.s of Jane/Firth and Bruce McPhee.

In class D the Studebaker still held its lead at 70 laps, from the Reynolds/Allen Valiant and the Russell/Raeburn Zephyr, which was going very steadily, making up on braking what it lacked in torque. In class B the Cortina 1500s were very regular, moving up to fourth and fifth as the Coopers collapsed. The Holland/Little 850 was ahead of the VWs, but only by a few feet. The

Bartlett/Reynolds Holden had lost another wheel, this time with Bartlett driving, and he brought the car through the remainder of the esses and right down the straight on three wheels, driving into the pits on the brake drum.

The second Studebaker Lark had run out of brakes and was circulating cautiously. The braking of the Renault R8s was a revelation—they simply rocketed past everything at the end of the straight, going tremendously deep into the corners before backing off. The Holden/March Peugeot lost another wheel, the 404 of Coe/Fisher had brushed the mountain once or twice, but both continued to circulate regularly. Bruce McPhee had to change a wheel on the Cortina G.T. up in the mountain. Shortly after 3 o'clock the D class leading Lark came in to have the rear brake line crimped to prevent loss of fluid, going off again with only front braking. It then lost a wheel on the mountain, and shortly before the finish came into the pits for yet another wheel change. This meant that the Zephyr was in a very strong position in its class, having completed its scheduled stops, while the Valiant, now its only real challenger for class honours, still had a stop to make.

In class C the Geoghegan car was really motoring, trying to make up lost time, and was catching the leader by 10 seconds a lap, although two laps behind. About 50 minutes from the end they blew a head gasket—and thereby became the only Ford works casualty. Class B leaders were still the Chivas/Wilkinson, Gates/Nedelko Mini-Coopers, with the Cortina 1500s now running third and fourth. In class A the lead changed every few laps as the Mini and the VW battled it out. To the dismay of the Ford team the Zephyr had a flat on the mountain and lost its class lead.

As the race drew to a close, the rival VW and Mini camps began to get very excited as the cars swapped places lap by lap. The Fiat came in for petrol a lap before the finish. After 7 hrs. 47 mins. and 17 secs., Harry Firth completed his 130th lap and 500 miles. Seconds later the battling Mini and VW came into the last corner, the Mini just ahead, but it went wide, hit the fence and rolled, giving class victory to the Beetle. The Mini was soon righted, and Little drove it slowly over the line, to the sympathetic cheers of the crowd, one of the biggest at Bathurst for years.

The class-winning cars were impounded and, after the scrutineers had examined everything, the Coe/Fisher Peugeot was found to have a non-standard carburetter, and lost its third place in class D to the Holden/March 404.

RESULTS

Class A: 1, W. Ford/B. Ferguson (VW 1200), 116 laps, 7 h. 47 m. 19 s.; 2, D. Holland/L. Little (Morris 850), 116 laps, 7 h. 48 m. 37 s.; 3, G. Reynolds/J. McKeown (VW), 115 laps.
Class B: 1, D. Chivas/K. Wilkinson (Morris-Cooper), 125 laps, 7 h. 49 m. 58 s.; 2, J. Gates/M. Nedelko (Morris-Cooper), 125 laps, 7 h. 40 m. 46 s.; 3, A. Caelli/E. Abbot (Ford Cortina 1500), 123 laps.
Class C: 1, H. Firth/R. Jane (Ford Cortina G.T.), 130 laps, 7 h. 47 m. 17 s.; 2, B. McPhee/G. Ryan (Ford Cortina G.T.), 129 laps; 3, F. Morgan/R. Sach (Holden EH-S4), 128 laps.
Class D: 1, A. Reynolds/A. Allen (Valiant), 126 laps, 7 h. 47 m. 25 s.; 2, G. Russell/J. Raeburn (Ford Zephyr Six), 126 laps, 7 h. 47 m. 58 s.; 3, R. Holden/W. March (Peugeot 404), 119 laps.

PICCADILLY! Start of the 57 car race with Weldon's Studebaker Lark in front of the enormous traffic jam.



APPARENTLY unconcerned on the lack of spectator protection, Peter Westbury takes his fearsome supercharged Felday-Daimler round a hairpin bend at Namur, where he scored B.T.D.

and is extremely slippery and bumpy. The meeting started with Group 1 (normal touring) cars. This saw what was probably the first competitive appearance of a Lotus Cortina in Belgium; it won with the time of 1 min. 44.5 secs., which was faster than any Group 2 car. During the second runs a French Peugeot 405 blew up in a most spectacular way, pushing most of the engine through a large hole in the bonnet!

Group 2 started with a Steyr-Puch 500 of J. Egli. He was too enthusiastic at one of the hairpins and literally tried to corner it on its door handle; fortunately, not much damage was done and he had a second run. The star of this group was H. Wagner in a Fiat-Abarth 850 TC with 1 min. 46.4 secs. The only car to beat him was one of the new F12 D.K.W.s, driven by G. Bontemps with the time of 1 min. 46.1 secs. Group 3 was the first of the "heavy machinery". In class 2, a 1,000 c.c. Abarth was well beaten into fourth place. The class was won by a Mini-Cooper in 1 min. 45.1 secs., driven by C. Gilmont. Class 3 was dominated by Elites, the only real

CONTINENTAL HILL-CLIMBING

BILL CUFF describes two Belgian hill-climbs in which he recently competed . . .

WITH the exception of the European Hill-Climb Championship, Continental speed events of this nature get very little publicity in this country. The main reasons are that few British drivers compete in them, and the lack of "lolly" arising from success. This is all a great shame as Continental hill-climbs are immense fun and, in most cases, far more interesting than the majority of British hills, although the machinery is not quite so entertaining.

Five or six miles is nothing for the average hill-climb course abroad, but the course at Houyet used on 21st and 22nd September was much shorter, measuring a mere 2.5 kilometres—in many ways similar to the longer British hills, such as the Rest. Several British drivers made the journey to Belgium, including northern E-type Jaguar driver Paul Pycroft, John Berry with a 1,500 c.c. Lotus 7, one of Hill-Climb Champion Peter Westbury's mechanics, Bill Cuff with an extremely hot 997 c.c. Mini, and Penelope Porter with, of all things, a Riley Elf complete with sunshine roof and in a truly "shopping" state of tune.

The Touring car classes were far too numerous to mention in any detail save to say that of all the so-called normal Group 1 cars Charles Mousset was fastest with a French Alpine in 1 min. 55.0 secs. from Claude Gilmont's Austin-Cooper in 1 min. 55.2 secs. and Georges Hacquin's Alfa TI which managed 1 min. 55.6 secs. Poor Penny Porter was in the same class as Mousset and Gilmont but did well to come out second best lady irrespective of class. In the Group 2 sections overall best time went to "Remordu", that wealthy Belgian veteran, with his 3.8 Jaguar in 1 min. 46.8 secs. from Georges Hacquin driving his second Alfa TI (1 min. 49.7 secs.) and Pat Gautot's Vauxhall (1 min. 52.7 secs.).

All the fast Group 3 saloons were lumped together in the G.T. classes, but as most of these were in the smaller category it proved quite fair with only a Sprite and various small French Grand Tourers offering any opposition. Cooper-Minis were first, second and third, the winner being your correspondent with a time of 1 min. 52.6 secs., some two-and-a-half seconds quicker than the runner-up; the scrutineering proved rather more serious than the opposition!

"Remordu" chalked up his second win of the day in the 1,300 c.c. G.T. class with a time of 1 min. 46.0 secs., a time that compared favourably with his earlier Jaguar time. Two more Elites were second and third. The 2-litre class was typically Continental in so much as it was completely dominated by Porsches of one kind or another, de Moffarts' fast 1,600 c.c. Carrera fairly tearing up the hill in a shattering time of 1 min. 38.4 secs., over 12 seconds better than the second and third

cars. In the unlimited G.T. class Paul Pycroft was up against Jacques Thenaers with a similar E-type and an old XK120. Paul proceeded to beat them both comfortably with a time of 1 min. 40.2 secs., 5.7 secs. faster than Thenaers but still somewhat slower than the incredible de Moffarts who only a few weeks before had done well at Zolder.

Lotuses of one type or another won both the sports-racing classes, the Spanish driver Fred Kernmann taking the smaller section with his Seven in 1 min. 51.6 secs., and the experienced "Beurlys" the larger class in a time of 1 min. 32.3 secs. with a 1.6 Lotus-Ford 23B, an interesting car for a driver normally successfully associated with G.T. Ferraris. "Beurlys" time was easily B.T.D., second man, Pierre Marx from France, being unable to better 1 min. 40.3 secs. in spite of having a 1.7 Porsche RS at his disposal.

The meeting came to an end with two classes for so-called "Prototypes" divided into two sections. In the first only one car started, and some prototype this was, turning out to be nothing more nor less than an ancient Cooper 500 which, driven by its proud owner José Balgo, popped and banged up the hill in 2 min. 46.0 secs., the slowest time of the day! Three very interesting cars entered the other section, although once again hardly prototypes. Best of these was Nicolas Koob's 4-cyl. rear-engined E.N.B.-Maserati special which simply rocketed up in 1 min. 34.8 secs. for a class win and second B.T.D. overall. Second was the Englishman John Berry with a 1,500 c.c. Lotus Seven in 1 min. 38.8 secs, placing him fourth overall behind de Moffarts, and third in the class was Jean Wauters who was having his second run of the day with a similar car to Berry's (1 min. 40.7 secs.).

So ended an excellent meeting with the only incident of the day involving a certain gentleman driving a Porsche who decided it was quicker to go through the mountain than round it and gave his car a rather permanent "short back and sides". All in all it was most enjoyable and a successful day for British drivers who between the four of them amassed two firsts, one class record (Pycroft), a second and a ladies' overall second place. Out of the 25 different classes British manufactured cars won no fewer than nine.

THE new British Hill-Climb Champion Peter Westbury took his supercharged 2½-litre Felday-Daimler to Namur the following Sunday and put up B.T.D. with a time of 1 min. 29 secs. Peter is no stranger to Namur and, in fact, holds the record with the time of 1 min. 27.1 secs. The hill is two kilometres long and goes up through part of the old citadel to the Chateau. The course is particularly tricky because the surfacing is "best Belgium pavé"



NICOLAS KOOB'S Emeryson-based E.N.B.-Maserati at Houyet, where the Belgian was second best. Koob was second again at Namur the following weekend.

opposition came from a Zagato Alfa which finished in third place with a time of 1 min. 45.3 secs. Seven of the first eight places in class 4 were filled by Porsches; C. de Moffarts in a 2-litre Carrera won in 1 min. 34.6 secs. The unlimited class was won by an E-type in the comparatively slow time of 1 min. 40.1 secs.

The main excitement of the day was the sports car classes, particularly class 2. Class 1 was won by a Lotus 23B, driven by Walter Schatz. Firmin Dauwe put up a magnificent time in a 1.6 Lotus 23B to win class 2. His time 1 min. 29.6 secs. was only 0.6 sec. slower than Peter Westbury's time. Second place went to the new Belgian Champion "Beurlys", also in a Lotus 23B.

The meeting finished with the racing cars. There were, in fact, only three: a 1955 Cooper-Norton, the Felday-Daimler and the 1½-litre E.N.B.-Maserati. The Maserati did 1 min. 30.7 secs. and Westbury thundered his way up in 1 min. 29 secs. His second run was 1 min. 29.9 secs., but appeared to be much faster—I am afraid I suspect that the hand time system used on the Continent is not as accurate as it might be.

CLUB NEWS

By ROBERT GRANT

THE Liverpool M.C. are holding the Guys and Dolls Rally, which is a closed event, on 2nd November. Any competitor found to have averaged over 40 m.p.h. between controls will be excluded and during the rally no claim will be allowed for *force majeure* or baulking. Entries for the event close on 30th October and should be sent to Jim Dixon, 89 Foxhouse Lane, Maghull. . . . The Sussex C.C. are organizing the Sussex Night Safari Navigational Scatter Rally on 9th-10th November. It is a restricted event and invitation is extended to the Crawley M.C., Guildford M.C., Littlehampton M.E.C., B.A.R.C. (S.E. Centre), Eastbourne and D.M.C., Hants and Berks M.C., Brighton and Hove M.C., Farnborough and D.M.C. and the Haslemere M.C. The event is a test of map reading, navigation and driving, and is entirely suitable for normal cars and human beings of all types. All competitors should be equipped with maps, torches, pencils, tools and rubber boots. Marshals will require locating by searching but they will be near to some topographical feature. Entries for this interesting event close on 5th November and forms are available from W. H. Edwards, 11 Chatsworth Road, Worthing, Sussex. . . . Pleasureland Car Park will be the venue for this year's Southport M.C. restricted driving tests meeting on 17th November. The event is of a restricted status and invited clubs are the B.A.R.C. (N.W. Centre), Chorley C.C., Fylde M.S.G., Kirkby Lonsdale C.C., Knowlton C.C., Liverpool M.C., Preston A.C., Rhyl and D.C.C., St. Helens and Wigan C.C., and the West Lancs M.C. Competitors are assured of well-spaced tests, and intending competitors should contact Joe Rose, 85 Leyland Road, Southport, without delay for regs. . . . The Cambridge C.C. are holding their November Nutcracker on 9th-10th November. The first car will start at 10 p.m. on the Saturday and the approximate distance will be 200 miles. Invited clubs are the Cambridge University A.C., Chelmsford M.C., East Anglian M.C., Falcon M.C., Harlow and D.A.C., Herts County A. and Ae.C., Mini Se7en C., West Essex C.C. and the Four Ways C.C. Entries close on 4th November and should be sent to P. B. Kerridge, Silversite, 8a Gog Magog Way, Stapleford, Cambs. . . . The West Lancashire M.C. are promoting the Southport Speed Trials at the Marine Drive, Southport, on 10th November. It is a restricted event and invited clubs are the B.R.S.C.C., B.A.R.C., Liverpool M.C., Severn Valley M.C., Aintree Circuit C.,

Southport M.C., Chorley A.C., Jaguar D.C. and the St. Helens and Wigan C.C. The course, which is the Marine Drive, which has recently been re-surfaced, is one kilometre in length and consists of a right-hander, a half-mile straight and another 90-degree right-hander. There are fourteen classes including one for racing cars. Entries close on 30th October and regs. are available from S. G. Crouch, 29a Park Avenue, Southport, Lancs. . . . Entries close on 26th October for this year's 250 miles Boanerges Rally, organized by the Oxford M.C. on 2nd-3rd November. This year the rally will

A.E.R.E.M.C.

ATOMIQUE RALLY

MOST of the 48 crews entered for the A.E.R.E. Motor Club's Atomique Rally on 12th-13th October were dismayed to learn from the final instructions that timing was to be judged by the second hand of the watch, as opposed to the minute hand. Forebodings of what would happen in the case of a watch 30 seconds out of synchronization were soon dispelled, however, for considerable pains were taken to ensure the accurate phasing of minute and second hands, and the system was adjudged to have worked well. It definitely cuts down "shouting up", although the boys were quick to notice that if a marshal was concentrating on the second hand he would sometimes forget to check the minute hand.

The paper work of the rally was first class—all controls were on plot and the route was handed out, plot and bash fashion, on the reverse side of the beautifully printed time cards. The latter bore a distinctive red blob over the indicated "clean" time, which must have been a painstaking job for somebody, but which helped the excellent marshals to give a speedy service.

The underlying theme of the rally was to employ white roads to the hilt, using short sharp sections, and linking these with longer-than-usual main road liaisons. This is an excellent theory, since it minimizes the risk of "native trouble", but it places on the organizers the heavy burden of deciding what is rough or not. Sadly, the Atomique was yet another southern rally in which too much emphasis was placed on the rough stuff, although the organizers stated at breakfast that very recent rains coupled with heavy military traffic had caused late deterioration to some, at least, of their sections. Be that as it may, competitors were unanimous in condemning the use of the part of the Ridge Way which occupies the centre of O.S.158, and certain areas of the Larkhill Ranges on Salisbury Plain. Neither of these was "on" at the full 30 average imposed. Peter Noad probably came nearest to cleaning these colonial sections, but the price was a damaged exhaust system with consequent serious delay. To underline the fact that these sections serve no useful purpose, at least one navigator was guiding his driver by astral means, there being no other method of discriminating between the myriad of equally forbidding tracks.

And yet the first half of the rally, which included its full share of "whites", was extremely good. It sorted the field out admirably and it only needed the addition of the superb Savernake section, which came much later, but which was geographically quite near, to have provided a first class 180-mile which would have left everybody breathless but satisfied. Straight from the start at Aldermaston came a neat little problem requiring close attention to the direction of leaving the first roundabout, but this was as nothing to the havoc to be wrought within the first hour of rallying by a direction of approach requirement to a simple "via" reference between controls 7 and 8. The "via" reference had only been included as an afterthought following last-minute route alterations, and the organizers were staggered to find that only six navigators had correctly plotted the route, a passage control having caught out the remainder. Thus in one fell swoop, and with an entirely fair, yet clever device, they left only

be run into Wales, the number of time controls will be cut to a minimum, no doubtful surfaces will be used, all controls manned, marked maps, etc. This is a restricted event and the invited clubs are the B.A.R.C., Burnham-on-Sea M.C., Cheltenham M.C., Chiltern M.C., Coventry and Warwickshire M.C., Craven M.C., Herefordshire M.C., London M.C., Wolverhampton and South Staffs C.C. and all championship members of the A.C.S.M.C. All entries should be sent to Oliver Goodman, Barbers Hill, Chadlington, Oxon (Tel.: Shipton-under-Wychwood 377).

Dorton/Holmes, Head/Fowler, Ambrose/Addington, Noad/Hayward, Goulden/Stevens and Eldridge/Powell in the running. Of these, Dorton and Holmes went on to clean the first half, and ultimately to win the Atomique outright from Ambrose and Addington, while poor Head and Fowler, who had been rallying well all night, inadvertently went into control 95 early and suffered a penalty of 20 marks for so doing. The organizers had, in fact, modelled their supplementary regs. on those of another club, and had noticed that whereas S.S.R.s had been modified in respect of lateness, they had been left alone concerning early arrival, with the result that early arrival was penalized twentyfold compared with late arrival. This was bad luck, for competition in the A.C.S.M.C. Championship is now at its fiercest, and Head and Fowler, two of the leading contenders, had thus to be content with third place. Noad and Hayward, after an early wrong-slot, went really well, and were in the running until they contrived to omit control 87, one of those in the Ridge Way wilderness. Eldridge/Powell and Goulden/Stevens went on to take the other major places, although, like everybody else, they steadily lost time throughout the second half.

Highlight of the rallying after supper was undoubtedly the superb thrash around that old favourite, Savernake Forest. The route was presented in the form of a map trace, and navigators were given a long liaison section in which to plot it. Here is white road motoring at its very best, for the surfaces are non-damaging, the navigation is intense and the degree of teamwork required of a crew is at its highest. A tricky approach instruction caught several people who were unable to distinguish between two parallel roads close together, and most people lost time somewhere "down in the forest". Just before Savernake the Maslen/Vice Lotus-Cortina had suffered a defective top-hose, but this was replaced and the crew ultimately finished eighth, being one of the many to miss the passage control earlier thus collecting a "fail".

By general consent, the Atomique was a good, but over-tough rally. The territory exists on the maps used, 157, 158, 167 and 168, for a decisive result to be achieved without recourse to the rough stuff which is quickly causing a decline in entries and it is felt that the lessons learned in this respect this year will not be lost on the organizers, who otherwise did a very good job.

RESULTS

1, J. Dorton/M. V. W. Holmes (Morris 1100), 0/9; 2, R. H. Ambrose/M. H. Addington (Allardette), 0/15; 3, J. Head/O. Fowler (Mini-Cooper), 0/31; 4, O. A. Goulden/K. Stevens (Wolseley), 0/36; 5, J. Eldridge/M. J. D. Powell (Ford Anglia), 0/80; 6, A. Hornall/D. Smith (Mini-Cooper), 1/21; 7, P. Noad/M. Hayward (VW), 1/25; 8, A. W. H. Maslen/B. Vice (Lotus Cortina), 1/63; 9, J. Ozanne/D. Humphrey (Ford Cortina G.T.), 1/91; 10, R. E. Mead/M. W. Kingsland (Austin Mini), 2/42.

MOTOR CYCLING C. 9th DERBYSHIRE TRIAL

5th October

RESULTS

Class Awards: J. F. Hornsby (Dellow), M. Hinde (Volkswagen), W. A. G. Goodall (Morgan 4/4). **First Class Awards:** T. E. Fleetwood (Austin Sports), J. W. E. Jordan (Volkswagen), D. G. H. Hilliard (Ford), A. E. Hay (Lotus Mk. 6), D. R. Frost (Dellow), M. J. Drockray (Dellow), L. H. Brearley (Cus-Cus), M. J. Barker (Wombat), E. G. Smith (Volkswagen), R. E. Warren (Dellow), V. M. Prior (Dellow), K. W. L. Mason (Bskimo Neil), G. B. Wiltshire (G.B.W. Special).

COMING ATTRACTIONS

FOREIGN EVENTS

27th October. MEXICAN GRAND PRIX, Mexico City (F.I.).

2nd November. KYALAMI NINE-HOURS, South Africa (S., G.T., T.).

BRITISH EVENTS

25th October. Vintage S.C.C. Ulster Night Rally. Starts near Belfast.

26th October. Ulster A.C. Go-As-You-Please Rally. Starts near Ballymena at 2 p.m.

26th-27th October. London M.C. Norwester Rally. Starts near Stockbridge, Hants, at 8 p.m.—CANCELLED.

Huddersfield M.C. Dusk 'Til Dawn Rally. Starts Messrs. Brookhous Motors, Southgate, Huddersfield, Yorks, at 11.30 p.m.

Nottingham S.C.C. October Rally. Starts West Bridgford, Notts.

Haslemere M.C. 8th Hunters Moon Night Trial. Starts Steaford Garage, Bordon, Hants.

27th October. East Surrey M.C. Sprint, Brands Hatch, near Farningham, Kent. Starts 1 p.m.

Cambridge University A.C. Stalom, Snetterton, near Theford, Norfolk.

Sheffield and Hallamshire M.C. High Peak Trials. Starts Strines Inn, near Bradford, near Sheffield, Yorks, at 10 a.m.

Maidstone and Mid-Kent M.C. Driving Tests. Starts Invicta Lines, Sandling Road, Maidstone, Kent, at 11 a.m.

Leicestershire C.C., Shenstone and D.C.C. and Kirkby Mallory C.C. Browett Trophy Production Car Trial. Starts Kings Hill Farm, near Uppingham, Rutland, at 11 a.m.

London Motor Club's BLACKBUSHE SLALOM

FOR their fifth London Slalom, on 6th October, London Motor Club used Blackbushe Airport, a site well suited to this type of event. The course was approximately 1,500 yards long and was laid out along the perimeter track. Starting from a convenient bay, competitors erupted on to the track through a 90 deg. right-hander, motored smartly down-slope to a figure-of-eight wobble-wobble in another bay and then returned whence they had come, finishing just round a 90 deg. left-hander.

What appeared as a slight kink to standard Minis became something of a corner to the quicker cars, rather in the manner of the change of direction on Mulsanne Straight at Le Mans. It occurred in roughly the same place, too, towards the end of the fastest section. There were also a couple of artificial chicanes, but these were removed progressively during the course of the five runs, each of which was slightly shorter and less involved than its predecessor. Class positions were decided by the aggregate times of all five runs and the overall winner was established on a class-winner's improvement basis, by a re-run at one of the variations.

Considerable skill was called for in what was in essence a blended sprint and driving test and it was vital to complete a run correctly since the penalty for a wrong performance was exclusion from the results. This seemed a little harsh and tended to spoil one or two class and personal dices, notably that between Ken Barrow's E-type and Raymond Baxter's Sabre.

tion in this class was fierce—it comprised standard saloons up to 1,600 c.c. and was the largest group numerically. It was dominated by the G.T. Cortinas of Ken Barrow and A. C. Lorkin, although D. B. Eastell gave them a run for their money driving his Humber Sceptre neatly and quickly, and beating all the Minis in the process.

The fact that they both perpetrated a wrong performance only slightly marred the enjoyment of Ken Barrow with the E-type and Raymond Baxter with a brand-new Reliant Sabre, for this was the needle match and on the three tests which they both completed the difference in their times was less than a second overall. However, it was left to Trevor Mockridge to take the class with his Daimler SP250, which he trundled around to good effect and sufficiently rapidly to return second best time of the day overall, despite not being able to pull more than five-five in third.

Organization was excellent—the timing gear was repaired most effectively after being virtually demolished by an over-exuberant competitor—and the full tabulated results list was duplicated and handed out within seconds of the final run-off.

If this is slalom, it is here to stay.

RON AMBROSE.

RESULTS

Overall winner: J. B. Bridges (Volvo 122S) 341.70 s. (improvement of 2.74 s.). **Class winners:** K. Barrow (Cortina G.T.), 312.76 s.; P. Rohan (Jaguar 3.8), 320.46 s.; J. Carradine (Mini-Cooper S), 329.52 s.; M. Searle (Sprite), 314.46 s.; P. Godfrey (M.G.B.), 295.30 s.; T. Mockridge (Daimler SP250), 304.29 s.; H. Balfour (Lotus Super 7), 310.68 s.

YORK M.C.

RICCALL SPRINT

OCTOBER 6th was the date and Riccall aerodrome the venue for the York Motor Club's first sprint meeting. The event turned out to be an enormous success, every one of the 37 starters thoroughly enjoyed themselves and all agreed that the organization was well and truly up to the usual standard.

Owing to a sufficiently large entry of 850 Minis and Imps, the organizers were able to remove them from the Cooper class, for which all 850 owners were exceedingly pleased; it also made five classes of vehicles.

The course was 550 yards in length and was reasonably tight, as the organizers did not consider the surface was good enough for any excessive speed. A reasonable length of straight after the start gave everyone a chance to wind their machinery up and fly through the first chicane—if you had enough guts! A slight straight followed and then into a left-hander, followed by a loop which tightened up considerably near the end of it. Another chicane followed and then into the home straight. Next, you were confronted with a near 90-deg. left-hander followed immediately by a similar right-hander which was all done in about 15 feet width of road. On the first practice run several people had to depart straight through the bales of straw rather than try to carry out the organizers' wishes.

Times in the faster machinery proved to be very competitive with R. Sanderson putting up a 45.40 secs. on his first run in a TR4. Tony Raylor in a Lotus-Cortina nearly did it with a second run time of 45.41 secs., only to be beaten farther down the list by G. Hodgson (Jaguar C-type) with 44.91 secs. This proved to be B.T.D. as the rain fell for the last run, causing times to be all slightly worse.

RICHARD T. OXTOBY.

RESULTS

B.T.D.: G. Hodgson (Jaguar C), 44.91 s. **Class 1:** 1, R. T. Oxtoby (Mini Minor), 52.94 s.; 2, G. Clark (Mini Minor), 53.75 s.; 3, C. Kirk (Hillman Imp), 54.00 s. **Class 2:** 1, I. Walker (Mini-Cooper), 47.15 s.; 2, J. P. Wheatley (Mini-Cooper), 50.29 s.; 3, R. Angel (Mini-Cooper), 51.50 s. **Class 3:** 1, A. W. Raylor (Lotus-Ford Cortina), 45.41 s.; 2, T. Quinn (Morris 1100), 48.30 s.; 3, M. Barram (Triumph Herald 1200), 49.20 s. **Class 4:** 1, G. Mortimer (A.-H. Sprite), 47.92 s.; 2, L. Banks (M.G. Midget), 48.20 s.; 3, D. C. Lowther (A.-H. Sprite), 48.74 s. **Class 5:** 1, G. Hodgson (Jaguar C), 44.91 s.; 2, R. Sanderson (Triumph TR4), 45.40 s.; 3, G. Tatham (Lister-Jaguar), 45.81 s.

With the run-off system, the race is not always to the swiftest and, in fact, the overall winner was the slowest of all the class winners, J. B. Bridges in a 122S Volvo, although after class rivals T. H. Hazlem (B18 Volvo) and M. W. Sears (2.4 Jaguar) had eliminated themselves by incorrect performances, Bridges could afford to take things easily, a factor which, in itself, gave him an excellent opportunity of improving on his re-run. His improvement was 2.74 secs., as opposed to the 2.62 secs. of Ken Barrow in his G.T. Cortina in Group 1A. Competi-

DUDLEY & D.C.C.

WALSALL C.C.

OWEN ORGANIZATION M.C.

BIRMINGHAM UNIVERSITY M.C.

COLTEC M.C. & C.C.

MOONLIGHT FLIT RALLY

THE 41 entries for this event, held on 12th-13th October, left the start at Warstones Garage, Penn, Wolverhampton, from 10.30 p.m. onwards, the navigators having time to plot the route on the run-in to the first control near Clee Hill. The first part of the route led to the petrol halt at Kington, after which the route left Map 129, and made a large loop on Map 141.

It was on this part of the route that the leading car, the Austin-Healey 3000 of J. Bloxham/A. Braddock, turned over after hitting a bank. This delayed the whole rally, as the road was blocked, and the crew had to be pulled out and the car righted by a large band of competitors. It was only through the good sense of the marshal at the next control, who restarted the cars at minute intervals, that the rally could be continued.

The white road through 065441 was blocked by a wired-up gate, making it impossible to approach the control from the correct direction, and also the white through 130517½ was obstructed by a parked lorry, but the organizers had positioned a "no" sign at the entrance, so saving any trouble.

A final series of well-known sections on 129 led to the finish at Pentrehyng, which was reached by 21 competitors who qualified as finishers.

A. R. PARKIN.

RESULTS

Overall Winners: A. Willhoft/A. Parkin (VW), 1 m. **Experts:** 1, R. Treherne/V. Bond (Mini-Cooper), 3 m.; 2, J. Dain/D. Knight (Herald), 20 m. 3, J. Leach/K. Eaton (Mini), 23 m. **Novices:** 1, J. Cox/A. Evans (Morris 1100), 22 m.; 2, T. Laughton/R. Dudley (Midget), 6 fails, 35 m.; 3, A. Emery/J. Taylor (Sprite), 12 fails, 28 m. **Team Awards:** 1, Willhoft/Parkin and Laughton/Dudley; 2, M. Merritt/R. Wilkinson and J. Butler/I. Gordon.

WARRINGTON & D.M.C.

ROY EMSON MEMORIAL TROPHY RALLY

THE Warrington and District Motor Club held their annual Roy Emson Memorial Trophy Rally on 12th-13th October. Starting from Oakmere, the route covered some 170 miles of Cheshire, Shropshire and North Wales. The organizers were hampered by a large number of new "black spots" which had recently been declared, but despite these setbacks managed to provide an excellent route proving difficult for driving and navigating yet run over good metallic roads.

Many competitors found difficulty in locating the large number of route checks, and this was the reason for the rather high penalties incurred. The event was blessed by very good weather, but unfortunately a strong wind arose, bringing rain and fallen leaves which were a little hazardous for a brief period. There was a total of 20 time controls and 22 route checks.

Stanley Martin the host at the half way halt, Cross Roads Garage, Chirk, provided most welcome refreshments.

R. J. MANN.

RESULTS

Best Performance: C. I. Harwood/C. Edwards (Riley 1.5), 490 marks lost. **Semi-Experts:** 1, N. Davies/Mrs. A. Bradbury (Sprite), 1,050; 2, C. T. Hickson/A. M. Price (Sprite), 1,580. **Novices:** 1, R. Walton/C. J. Hill (Ford Consul), 2,260; 2, R. E. Gamble/G. Entwistle (Mini), 2,540.

CHELMSFORD M.C. BRITVIC RALLY, 5th-6th October

RESULTS

Drivers: 1, R. A. Clift, 0 penalties; 2, J. R. Menhennick, 10; 3, C. Bent-Marshall, 50. **Navigators:** 1, B. Lockyer, 0 penalties; 2, A. K. Rhodes, 60; 3, R. Davies, 130. **Overall Winning Crew:** Clift/Lockyer. **Best Chelmsford M.C. Member:** Bent-Marshall and Davies. **Novice Awards:** **Drivers:** 1, A. Harvey, 140; 2, R. H. Bambury, 220. **Navigators:** 1, E. Winder, 2,230; 2, A. Felstead, 2,590.



PAT GODFREY'S M.G.B., which took part in this year's Ollon-Villars hill-climb, won its class (above). ALSO travelling at a great rate is Malcolm Sears in his 2.4 Jaguar, seen at the chicane (below).



**SOUTH YORKS C.E.C.
WORKSOP & D.M.C.
RETFORD & D.M.C.
GAINSBOROUGH D.M.C.**

AUTUMN 200 RALLY

A BRISK night's motoring was provided by this 210-mile rally through 78 controls, held on 12th-13th October. Organized by Bernard Ingram and Mick Donald of the South Yorks Car Enthusiasts' Club, the rally was a co-promotion with Worksop & D.M.C., Retford & D.M.C. and Gainsborough D.M.C., but was well up to restricted status standard.

Twenty-five cars started from the Toll Bar Garage at Tickhill, near Doncaster, with all references plotted to do a 60-mile loop through 24 controls. After a one-hour break the cars headed eastwards on to 104 and 105, through a series of short two, three and four minute sections followed by longer breaks to enable novices to catch up with the experts at the head of the field. It was during this part that John Maden and Ray Read, who were well placed, found that it pays to use the latest map as they missed two controls. From the disused airfield at Kelstern the cars crossed back over the Wolds to Gainsborough. As promised provisional results were announced within an hour.

B. G. G. INGRAM.

RESULTS

1, Mr. and Mrs. Gray (Anglia), 0 fails/5 marks; 2, T. H. Twydale/G. H. Woolhouse (Mini), 0/35; 3, B. J. Spurr/D. Simpson (Anglia), 0/56; 4, I. Pashley/L. H. Slaney (1100), 1/17.

SCOTTISH S.C.C.

DRIVING TESTS

THE Scottish Sporting Car Club was fortunate in obtaining a good site at the new Rootes factory at Linwood for their Autumn Driving Test meeting on 12th October. The 34 starters had to perform seven tests of a varied nature designed to suit all cars. The interim results published after the first six tests showed that only 14 competitors had got through without failing at least one test and only six were completely free of any penalty. The seventh test was faster and less complicated, but it was surprising to note that the new Vauxhall Viva driven by the Dryden brothers was still slower than most of the Minis. Duncan Paterson was in brilliant form and put up best time in every test but one to win the premier award with Gray and Agnes Mickel second and third. The club are grateful to Rootes (Scotland), Ltd., for helping to provide such an enjoyable afternoon's sport.

RESULTS

Premier Award: D. Paterson (M.G.A 1600), 222.6 s. Saloons up to 1,500 c.c.: 1, A. M. Muir (Austin-Cooper), 268.5 s.; 2, J. S. Martin (Morris), 269.3 s. Over 1,500 c.c.: 1, D. Paterson (Ford), 269.7 s.; 2, R. G. Mickel (Hillman), 277.8 s. G.T. and Sports up to 1,300 c.c.: 1, R. G. Mickel (M.G. Midget), 231.9 s.; 2, Mrs. A. Mickel (M.G. Midget), 243.6 s. Over 1,300 c.c.: 1, D. Paterson (M.G.A 1600), 222.6 s.; 2, T. W. Currie (TR4), 297.0 s.

PETERBOROUGH M.C.

AUTOCROSS

CONSIDERED by most members to have been the most successful Autocross yet, the last Peterborough M.C. Autocross of the season took place in the fine, if cold conditions near Wakerley on Sunday, 13th October. An entry list of 68 featured such talent as Sir John Whitmore, who won the sports car class in his M.G.B.

The ¾-mile course really allowed the specials to show their paces along the fast back straight and in this class there were many mechanical failures. R. G. Ellice in the now supercharged Iris 2 made B.T.D. after losing a plug lead and running out of petrol on his first two runs. Second fastest was A. T. Sanders in his hairy Lotus Super 7—with, was it, muck-spreader tyres? Unluckiest man was Bertie Sayers who broke a halfshaft on his first run thereby ruining his chances in the Club Autocross Championship which he had been leading at the

FURNESS & D.M.C.

**J. H. DAVIES MEMORIAL
TROPHY RALLY**

RUN with the minimum of fuss and the maximum of common-sense efficiency, the J. H. Davies Memorial Trophy Rally, organised by Furness D.M.C. on 5th October, yielded a corresponding degree of enjoyment for all concerned.

If this is the normal standard of organisation laid on by the four clubs contributing to the Morecambe Bay Championship Series, it is not surprising that they could draw an entry of 53 crews on the same night as the Shunpiker. Paper work, route planning and marshalling were a credit to Harry Sharpe and Derrick Varty, joint clerks of the course. Very properly, none of the experts managed to avoid penalty, whereas all the 33 novice crews except two classified as finishers, eight of them clean.

With supper and an extension of hours arranged at the finish (the Swan Hotel, Bassenthwaite) this was the sort of evening's rallying that nurtures new batches of enthusiastic recruits to the sport.

J. LAMBERT.

RESULTS

Experts: 1, A. H. Senior/F. Crossley, 7 penalties; 2, G. Benson/R. Heaton, 11; 3, B. Smith/G. Weston, 12. Novices: B. Teagle/J. Curtis, C. Tyson/A. Wilkins, C. Penrice/E. Wilson, R. Honeyman/M. Rowe, P. Harris/Miss S. Harris, J. Lovett/W. Spenceley, Miss C. Ainsworth/Miss G. Keating and L. Cowen/J. Vipond, all clean sheets.

**LIVERPOOL M.C. "BURNS"
AUTOCROSS,**

29th September

RESULTS

B.T.D.: H. Parkin (Lotus Cannonball), 1 m. 57.4 s. 2nd. B.T.D.: J. Wales (Mini-Cooper), 2 m. 0.5 s. Class Winners: G. W. Binks (M.G. Midget), 2 m. 9.5 s.; J. Akers (T.V.R. Grantura), 2 m. 3 s.; Mrs. M. Parkin (Lotus Cannonball), 2 m. 1.5 s.; T. J. Walsh (Volkswagen), 2 m. 14.5 s.; J. S. Wareing (Mini brake), 2 m. 3.2 s.; R. S. Holt (Ford Anglia), 2 m. 22.8 s.; S. G. Reakes (Ford Anglia), 2 m. 15.8 s. Ladies' Award: Mrs. M. James (Mini-Cooper), 2 m. 9.2 s. Novice Award: J. Haden (M.G.A 1600), 2 m. 4.3 s. Best Liverpool M.C. Member: K. James (Mini-Cooper S), 2 m. 2 s.

**MAIDSTONE & MID-KENT M.C.
CHICO RALLY,**

28th-29th September

RESULTS

1, A. Tucker/J. Chitty/Miss M. Hartley (Ford Zephyr), 53; 2, J. la Trobe/M. Butler (Mini), 63; 3, M. Jennings/A. Harding (Vauxhall VX4/90), 243; 4, D. Harris/R. McCabe (Mini-Cooper S), 245; 5, B. Chambers/R. Green (Mini), 1,064.

**MINI-SEVEN C. MIDLAND SEVEN
HOUR RALLY,**

21st-22nd September

RESULTS

1, C. Youle/Miss K. Ward (Austin-Cooper), 10 penalty points; 2, P. M. H. R. Chisholm/Mrs. Chisholm (Austin 7), 40; 3, F. M. Greenwood/R. F. Hoyle (Austin-Cooper) and J. Smith/R. Macklin (Hillman Minx), 50; 5, A. H. Mason/M. Verdegaal (Austin Countryman), 70; 6, D. Barrett/P. Pratt (Morris Mini).

time. In the closely fought class 3 the usual tussle ensued between the Mini-Coopers and VWs, Malkin's Mini-Cooper S triumphing from Barsby's similar car. A fine day's sport much enjoyed by the large crowd.

DAVID WARING.

RESULTS

B.T.D.: R. G. Ellice (Iris 2), 1 m. 57.1 s. Conventional Saloon Cars: 1, K. Truscott (Ford), 2 m. 8.6 s.; 2, A. R. Farrow (Ford), 2 m. 12.5 s.; 3, W. C. Payne (Austin), 2 m. 16.0 s. Non-Conventional Saloon Cars up to 850 c.c.: 1, H. Suhr (Austin Mini), 2 m. 9.2 s.; 2, J. I. Grocock (Morris Mini), 2 m. 10.8 s.; 3, T. Asher (Austin Minivan), 2 m. 14.0 s. Over 850 c.c.: 1, C. Malkin (Mini-Cooper S), 2 m. 0.2 s.; 2, D. C. Barsby (Mini-Cooper S), 2 m. 5.0 s.; 3, S. Temple-Cox (Austin-Cooper), 2 m. 6.0 s. Production Sports Cars: 1, Sir John Whitmore (M.G.B), 2 m. 1.9 s.; 2, P. B. Kerridge (Morgan) and J. Cracknell (Porsche), 2 m. 3.2 s. Specials: 1, R. G. Ellice (Iris 2), 1 m. 57.1 s.; 2, A. T. Sanders (Lotus Super 7), 1 m. 59.1 s.; 3, J. Sheldrick (Iris 2), 2 m. 5.4 s. Best up to 1,172 c.c.: 1, Mrs. M. G. Pollard (Aberties), 2 m. 5.6 s. Ladies' Award: Miss P. Brazil (Mini-Cooper), 2 m. 11.0 s.

SOUTH WALES A.C.

LLANDOW SPRINT



DESPITE the dreadful weather conditions, Ron Smart contrives to lift a wheel with his class-winning Lotus Elite.

PART of the disused Llandow airfield, near Cardiff, features largely in the plans of the South Wales A.C. for a motor sport centre for South Wales and, under the approving eyes of the R.A.C. and various local authorities, work has proceeded steadily during the past summer. Earth banks have been thrown up, and all that remains to be done is the laying of a short stretch of track to complete a 1½-mile circuit where, it is hoped, club racing will begin in 1964. With these facilities, the club recently staged its first restricted sprint meeting at this new venue, over a 1.3-mile course; competitors started on a left-hand curve and drove through the slightly kinky three sides of a rectangle before turning around and coming back over parallel ground to the finish. The grave disadvantage of this sort of arrangement, of course, lies in the duration of each run and the necessity of getting individual cars backs into the paddock before the next man can start. Cumulative delays led, unfortunately, to a late start, which was not greatly appreciated by the strong representation from the Bristol and Hagley clubs who, after all, had a very long way to go home! The advent of steady rain and a pervasive mist shortly before the start did little to help matters, and the organizers were obliged to restrict competitors to one run each.

In the circumstances Ken Wilson's admirable B.T.D. in his Lister-Jaguar was doubly commendable. On a streaming track, with very limited visibility, the big car picked its way round in 1 min. 22.07 secs., taking the unlimited sports-racing class from Charles Sgonina's Aston Martin DBR1, which progressed very cautiously. Second B.T.D. and the small sports-racing class went, in 1 min. 24.55 secs., to Seward Ashcroft, with his Lotus Super Seven. Brian Field, with his similar mount, had great difficulty in staying on the island.

HOWARD BILEY.

RESULTS

B.T.D.: K. Wilson (Lister-Jaguar), 1 m. 22.07 s. Touring cars, f.w.d. unmodified: 1, B. Francombe (Austin Mini), 1 m. 41.21 s.; 2, D. Jones (Morris 1100), 1 m. 42.91 s. Touring cars, f.w.d. modified: 1, T. Williams (Morris-Cooper), 1 m. 27.03 s.; 2, C. Schirle (Morris-Cooper S), 1 m. 29.95 s.; 3, H. Schirle (Morris-Cooper S), 1 m. 32.73 s. Touring, 1,101 to 1,600 c.c.: 1, D. Harris (Riley 1.5), 1 m. 30.59 s.; 2, J. Northcroft (Lotus Cortina), 1 m. 32.38 s.; 3, M. Gibbs (Allardette), 1 m. 33.35 s. Touring unlimited: 1, M. Evans (Jaguar 3.4), 1 m. 30.77 s. G.T. up to 1,500 c.c.: 1, R. Smart (Lotus Elite), 1 m. 27.03 s.; 2, W. Edwards (Alfa Romeo), 1 m. 29.51. Over 1,500 c.c.: 1, F. Powell (Jaguar E), 1 m. 25.78 s.; 2, M. Evans (Jaguar 3.4), 1 m. 28.36 s. Sports-racing up to 1,500 c.c.: 1, S. Ashcroft (Lotus Super 7), 1 m. 24.55 s.; 2, B. Reardon-Smith (Lotus Super 7), 1 m. 25.36 s. Over 1,500 c.c.: 1, K. Wilson (Lister-Jaguar), 1 m. 22.07 s.; 2, C. Sgonina (Aston Martin DBR1), 1 m. 30.07 s. Racing cars up to 1,100 c.c.: 1, C. Priddy (Cooper-J.A.P.), 1 m. 24.94 s.; 2, R. Fuchs (Cooper-J.A.P.), 1 m. 32.03 s.; 3, T. Smith (650 Special), 1 m. 34.16 s. Over 1,100 c.c.: 1, M. Rigg (Lotus-Climax 18), 1 m. 29.35 s.; 2, M. Virr (Lotus-Climax 18), 1 m. 31.01 s.; 3, D. Evans (Arden-Ford), 1 m. 33.62 s.

Co-Promoted OLIVER'S MOUNT HILL-CLIMB

DESPITE the presence of Brian Waddilove and his B.R.M., which in practice put the cat among the pigeons with a run in 47.48 secs. against the existing course record of 47.32 secs., it was Tony Lanfranchi who was the star performer on Sunday, 13th October, at the Oliver's Mount hill-climb. Driving his Elva Mk. 7, he made runs in 48.74 secs. and 48.86 secs., to smash the existing sports car record of 49.24 secs. held by Jimmy Blumer (Cooper Monaco) and in so doing, to make the day's best ascent—a grand effort!

The Scarborough Hill-Climb, organized jointly by the B.A.R.C. (Yorkshire Centre), the East Yorkshire Car Club and the Jaguar Drivers' Club (Northern Section), takes place at Oliver's Mount racing circuit where a section of some 1,600 yards is utilized. The course includes a severe hairpin, fast left- and right-handers, a steep gradient ascending over 300 feet from start to finish line, and is of good tarmac.

61.72 secs. Touring Cars 1,301-2,000 c.c. (record 64.76 secs.) took a beating by the first six, best run being by A. Richardson (Lotus Ford Cortina) in 59.66 secs.

The record for touring cars over 2,000 c.c., a low figure of 56.89 secs., was only just bettered, J. Newman (Jaguar 3.8) creeping in with a time of 56.79 secs. Unmodified touring cars was bettered by each and every car running, the winning time by Harry Ratcliffe (Morris-Cooper) being 56.20 secs.—another record!

Now a jump to Class 16 (record 51.83 secs.). Here two competitors are worthy of mention as their times are "getting real quick". First J. T. Butterworth (Lotus 23), time 50.95 secs., and second, Tom Clapham (Lotus-Climax 7) in 50.98 secs.

In Class 17, sports-racing cars 1,301-1,600 c.c. (record 53.94 secs.), came the fireworks,

Three competitors broke it, but Tony Lanfranchi (Elva Mk. 7) took three—class, sports car record for the hill and B.T.D.—when he recorded times of 48.86 and 48.74 secs.

Sports-racing cars unlimited, for which there was no record time, gained a new, and a good one, when Keith Schellenberg (Lister-Jaguar) made runs in 49.58 and 49.30 secs.—a fine effort!

So on to racing cars unlimited with all eyes on Brian Waddilove and the B.R.M. Could he take the course record of 47.32 secs.? The first run lost time at the hairpin when he overslid and flicked the bank, time 50.49 secs. The second run looked copybook but only recorded 49.61 secs.!

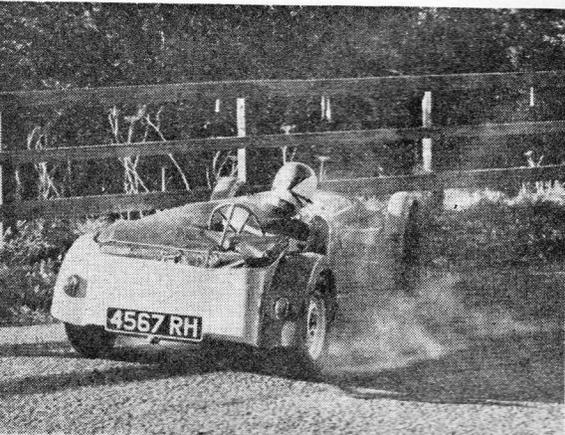
Organization was first class, but too much time was lost in co-operating with the television set-up, which, in the writer's opinion, should be incidental to the meeting as a whole.

FRANCIS PENN.

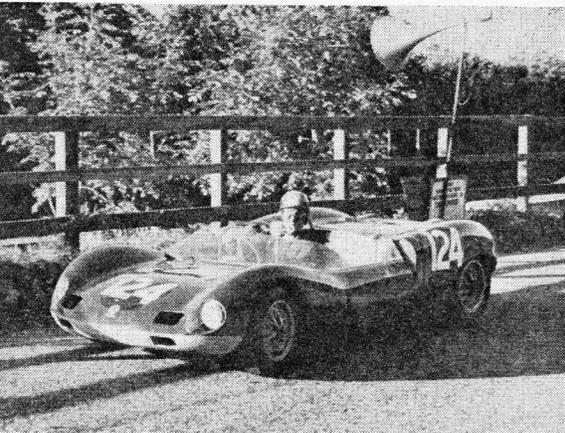
RESULTS

B.T.D.: A. Lanfranchi (Elva-Ford Mk. 7), 48.74 s. **Touring Cars, B.M.C. Minis up to 850 c.c.:** 1, B. G. Green (Morris), 65.88 s.; 2, R. Soper (Morris), 65.95 s.; 3, W. H. Fergus (Morris), 68.12 s. **Over 850 c.c.:** 1, K. N. Lee (Morris-Cooper S), 59.34 s.; 2, A. Staniforth (Morris-Cooper), 59.65 s.; 3, J. A. Wilson (Morris-Cooper S), 61.82 s. **Touring Cars up to 1,300 c.c.:** 1, F. P. Kaye (Morris 1,100), 61.72 s.; 2, A. Rathmell (Ford Anglia), 61.98 s.; 3, A. S. Carr (Ford Anglia), 64.41 s. **1,301-2,000 c.c.:** 1, A. Richardson (Lotus Ford Cortina), 59.66 s.; 2, A. W. Raylor (Lotus Ford Cortina), 60.96 s.; 3, J. White (Ford Cortina G.T.), 62.33 s. **Over 2,000 c.c.:** 1, J. Newman (Jaguar 3.8), 56.79 s.; 2, A. G. Wood (Jaguar 3.8), 57.12 s.; 3, E. Bowers Booth (Ford Zodiac), 65.69 s. **Unlimited Modifications:** 1, H. W. Ratcliffe (Morris-Cooper), 56.20 s.; 2, J. Wales (Mini-Cooper), 57.08 s.; 3, C. R. M. Boote (Morris-Cooper), 57.16 s. **Marque Sports Cars up to 1,300 c.c.:** 1, R. D. Sutherland (A.-H. Sprite), 59.44 s.; 2, Miss J. Nadin (M.G. Midget), 62.30 s.; 3, H. Wilkinson (A.-H. Sprite), 62.53 s. **1,301-1,650 c.c.:** 1, D. D. Perkins (Sumbear Alpine), 61.42 s.; 2, B. Newton (M.G.A.), 62.04 s.; 3, F. T. Meakin (M.G.A.), 62.52 s. **1,651-2,500 c.c.:** 1, R. Sanderson (Triumph TR4), 59.44 s.; 2, L. Hinchcliffe (M.G.B.), 60.97 s.; 3, D. P. Stead (M.G.B.), 61.79 s. **Sports Cars up to 1,900 c.c.:**

1, P. J. Smith (Speedwell G.T.), 56.02 s.; 2, T. M. Wood (T.V.R. Grantura), 56.68 s.; 3, I. K. J. Lund (Turner Speedwell), 56.77 s. **1,901-3,000 c.c.:** 1, E. C. Booth (Frazer-Nash Le Mans), 55.07 s.; 2, C. G. Gray (Austin-Healey 3000), 55.22 s.; 3, H. R. Crowther (Austin-Healey 3000), 56.23 s. **Over 3,000 c.c.:** 1, B. R. Waddilove (Jaguar E), 51.21 s.; 2, A. J. Lambert (Jaguar E), 51.47 s.; 3, J. Cuff (Jaguar E), 52.65 s. **Sports-Racing Cars up to 1,000 c.c. p.r. or 1,200 c.c. s.v.:** 1, P. J. Finney (U2-Ford), 54.80 s.; 2, J. Thornton (Lotus-Ford 7), 56.12 s.; 3, I. A. B. Harris (Lotus-B.M.C. 7), 57.66 s. **Up to 1,300 c.c.:** 1, J. T. Butterworth (Lotus-Ford 23), 50.95 s.; 2, T. P. Clapham (Lotus-Climax 7), 50.98 s.; 3, R. Gaunt-Hirst (Cooper-Climax), 52.57 s. **1,301-1,600 c.c.:** 1, A. Lanfranchi (Elva-Ford Mk. 7), 48.74 s.; 2, G. Austin (Emeryson-Climax), 51.47 s.; 3, E. A. Worswick (Lotus-Climax 7), 51.57 s. **Over 1,600 c.c.:** 1, C. K. W. Schellenberg (Lister-Jaguar), 49.30 s.; 2, J. P. Chapman (Chapman Mercury), 51.50 s.; 3, E. M. Gray (H.W.M.-Jaguar), 54.02 s. **Racing Cars up to 1,150 c.c.:** 1, C. A. N. May (Cooper-Ford), 52.03 s.; 2, E. C. Bywater (Lotus-Ford 18), 52.54 s.; 3, F. H. Crosby (Cooper-J.A.P.), 54.85 s. **Over 1,150 c.c.:** 1, B. R. Waddilove (B.R.M.), 49.61 s.; 2, G. Gartside (Garford-Ford), 51.10 s.; 3, S. C. Sqaunce (Envoy-Ford), 51.65 s.



CALAMITY for R. G. Cowley (above) as he spins his Lotus prior to hitting the fence before the hairpin. B.T.D. was made by Tony Lanfranchi's Elva Mk. 7 (below), which has had a very successful season.



Conditions were sunny but cold, but the remnants of "Hurricane Flora" arrived to make life above the Esses somewhat trying with severe gusts of wind blowing hard.

Sponsored by the Scarborough Corporation and televised by A.B.C., the event was a sell out! Packed solid with spectators, the course and amenities being unrivalled in this country, this event is a *must* for next year's Hill-Climb Championship.

Now for some of those records, the first one arriving in Class 2 for Minis over 850 c.c. Here the first five runners bettered the existing record of 63.78 secs., the honour being finally taken by Ken Lee with a run in 59.34 secs. Next to go was Class 3 for touring cars up to 1,300 c.c. (record 64.70 secs.) when again the first three exceeded this figure; the better time was made by F. P. Kaye (Morris 1,100) with a run in

THE MINI-MIGLIA—The Gimmick That Misfired

Knowldale C.C. Event Provides Another Win for Tony Fisher/John Brown (Mini-Cooper 5)

It has become the practice this year for certain writers to condemn as many important events as they are able—and in the case of the Mini-Miglia there is cause for complaint on various grounds which must be stated.

For the first time in some years the Mini-Miglia was run in Yorkshire and the Lakes, with the start from Osbaldeston and the finish at Silverdale—fast becoming the "Metropole" of the north—and resulted in another fine win for Tony Fisher and John Brown (handicapped by the failure of third gear early on in the event), Reg McBride and Don Barrow notched their customary place in the top three, and Roy Fidler made a welcome return after his Alpine Rally accident, by taking third place with John Hopwood and his old Allardette.

This year's Mini-Miglia consisted of two distinct parts—the first being in the form of one long section of 2 hrs. 10 mins. with 17 route checks to be visited within the time—and the second part being a more or less normal night rally of 62 sections in 4½ hours back to the finish. From the start in Osbaldeston, the rally cars were flung at breakneck speed into the middle of the Blackpool Illuminations traffic before striking North in the general direction of Longridge and Garstang. John Sprinzel's Allardette had been displaying temperament at the start, and received attention from Tony Fisher before the off. The car never performed particularly well during the night—though we don't suspect Fisher of sabotage—which is surprising in view of the news that a new engine had been fitted last week!

The usual short cut around a reservoir near Longridge was used to avoid the town, where several southern crews discovered inaccuracies in their own map reading and hesitated for a spell, at a time when time was very valuable. The white roads over Beacon Fell were also necessary for shortest route, and a little fog added

to the bumpy gravel hazards of this area. to be followed by a spirited descent of Brock Mill before moving due north to the hills south of Caton, where the first controversies appeared. The whole of Caton with the exception of the main "A" road through the kilometre square had been placed out of bounds by the organizers, which meant that a long detour towards Cloughton was needed to leave Brookhouses correctly. Several crews, however, admitted after the event that they had taken the inviting short cut down a minor road which crosses the corner of the square, saving themselves over three miles in the process, and delaying the advent of penalties at the Route Checks down the road. These route checks were only open between certain specified times to each competitor (rather like the Liège system) and there was a penalty free band of 25 minutes, followed by a further 30 minutes of time during which a competitor could clock in—but whatever the lateness there was a penalty (cumulative) of five minutes. The object of this gimmick was therefore to penalize those crews who were unlucky to enter this 30 minutes of penalization time early, much more than those who erred only later. The big fallacy of this system is that anyone making a slight route finding error early on stands much more chance of having huge penalties against him than the person who errs towards the end. It also meant that it was advantageous to cheat by going through out of bounds areas hoping that these would be unmanned—and several were! All in all, it became apparent as crews began to arrive at the first true Time Control that the rally had been won and lost, and the time was only 1 a.m., with five hours rallying still to go!

From the Caton region, the route had led over well-known territory near Borwick and Kirkby Lonsdale, then over Barbondale, followed by a loop up the riverside towards Sedbergh and back down
(Continued on page 592)



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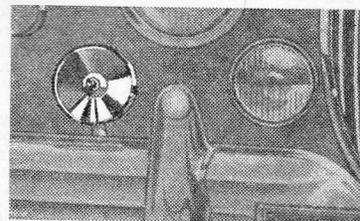
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Mini-Miglia Rally—continued

the north-side of the river past Dent to the final route check above Dent Station, where the moorland road has now received a respectable surface after all these years of neglect!

As stated above, penalties for lateness at the route checks were either nil or five minutes at each check after certain times, and claimed penalties at T.C.1 were: Fisher, 25 mins.; McBride and Fidler, 30 mins. David Hiam was using a more or less unmodified 850 Mini in preparation for the R.A.C. Rally, and had dropped 35 minutes to be very well placed.

And so it suddenly became apparent at T.C.1 that barring unlikely failings during the rest of the already published route, there would be no further changes in position, and the 62 sections from here to the finish should really be reported as a separate event, with separate credits for good performances!

The 20-odd sections before the petrol halt at Sayer's Garage in Brough included most of the slippery tracks around Kirkby Stephen, and a final two minutes through Brough village itself, which were cleaned with some ease by most crews.

After the halt the route lay predictably over the Army ranges north-west of Brough, where it was possible to wrong slot within sight of the control and spend a few seconds meandering around the concrete driveways which lead precisely nowhere at this point. The marshals at this point were most amused by the whole business, and offered to open a book on the possibility of anyone finding the correct way first time! Several more short sections skirted Appleby to the north, to be followed by a brisk two minutes south of Kings Meaburn, where a deceptive farmyard at Barnskew caused McBride to wrong slot for a good two minutes (and still be credited with arriving at the end of the section on time—although observed to be over one minute late—this must be the secret of their successes).

A tricky turn off the main A6 near the inappropriately named Sweet Holme led through some particularly ripe mud and several gates before the loop north-west

of Bampton was tackled from south to north. This area cost Friswell two minutes, and McBride one, and was especially notable for early numbers for the presence of a pretty girl, walking unaccompanied down a deserted country lane! No one had time to stop to offer a lift though.

The usual hackneyed sections on the moors east of Kendal were then tackled—little apparent effort being noted in the finding of the many more difficult sections which exist in the immediate regions, and the tightest part of the whole rally appeared in the last group of controls centred around Tarnhouse Tarn, where Phil Simister dropped his only minute of the "real rally" and Fisher likewise (handicapped by the absence of third gear).

The end of the rallying came almost at once with a short section into Silverdale, where the final group of Time Cards was collected and marked. Among the good performances in the "real rally" that of James Bullough who had a clean sheet in his Cortina G.T., despite being forced to run on production type tyre equipment, and Messrs. Simister, McBride and Fisher who all dropped one each.

There was a general air of dissatisfaction at the finish over the unbalanced nature of the event, and especially that the majority of the once-feared Mini-Miglia had been very tame by comparison with some recent events run in the same area. If this gimmick of Liège timing and route checks is to succeed, or even survive, some better balance will have to be struck between this and road marks, or some attention will have to be paid to providing a difficult road section to keep the boys happy for the rest of the night.

GRAHAM ROBSON.

RESULTS

1, A. T. Fisher/J. Brown (Mini-Cooper S), 260 penalties; 2, R. McBride/D. Barrow (Ford Anglia 1500), 310; 3, R. Fidler/J. Hopwood (Allardette), 340; 4, R. A. Fall/D. Fawcett (Mini-Cooper S), 350; 5, R. Mapple/G. Marrs (Mini-Cooper), 400; 6, J. Bullough/T. Rowland (Ford Cortina GT), 400; 7, D. Friswell/R. Binns (Mini-Cooper S), 420; 8, A. Rathwell/J. Ashton (Mini-Cooper S), 420; 9, D. Thistledwaite/J. Youd (Mini-Cooper), 430; 10, K. G. Watkinson/M. Rogers (M.G.A.), 450.

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PRODUCTION CAR TRIAL

THE Liverpool Motor Club ran a Production Car Trial with Shell and Chester Motor Clubs co-promoting at Broxton, Cheshire, on Sunday, 13th October.

With a pleasant though windy day, and dry conditions on the hills, the small entry were assured of an excellent day's sport. The ten observed climbs varied from winding heather covered slopes to straight sandy ones, with rock outcrops. Two attempts were made to climb the sections, once in the morning and again in the afternoon, after lunch.

Considerable interest was caused by a Rover 3-litre driven by works drivers Ken James and Mike Hughes. This car cleaned several hills and was most impressive, helping one to understand more easily its success in the Liège and Safari.

Despite the Rover ability, a giant killing act was done by Gus Cornes driving his early Austin 7 (1932 approx.) who was overall winner, with his wife Sally completing a very successful day by winning the Ladies' Award and her class.

JOHN CRAIG.

RESULTS

Overall Winner: G. Cornes (Austin 7). Ladies' Award: Mrs. S. Cornes (Austin 7). Best Chester M.C. Member: C. M. Rigby (Mini). Best Shell M.C. Member: B. Williams (VW). Class Winners: D. Robinson (Mini-Cooper S); Mrs. M. James (Mini-Cooper); Mrs. S. Cornes (Austin 7); M. Hughes (Rover 3-litre). Novice Award: R. Steele (A40).

**AIREDALE & PENNINE M.C.C.
8th WHITE HORSE RALLY,**

28th-29th September

RESULTS

1, R. McBride/D. Barrow (Ford Anglia), 28 m.; 2, A. Fall/D. Fawcett (Mini-Cooper S), 31 m.; 3, B. M. Chippindale/X (Mini-Cooper), 35 m.; 4, G. Halliwell/X (Mini-Cooper S), 36 m.; 5, A. Rathmell/G. Ashton (Mini-Cooper S), 38 m.; 6, N. Umpleby/X (Mini-Cooper), 40 m. Team Award: Fall/Fawcett and Rathmell/Ashton, 69 m.

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DAMAGED MINI-COOPER, May 1963, total
mileage 2,500, engine can be run. An easily re-
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Services, Ltd., 38 Town End, Caterham. Tel. 2381.

COOPER-MORRIS, April 1962, 11,700 miles,
stored Oct.-April, one owner, £445.—Couch-
mans Garage, Ltd., Lenham, Kent. Lenham 316.
Hours 8-6.

COOPER-MORRIS 1962. Radio, heater, seat
belts, one owner, low mileage, unraced. £395.
—Guildford 4048 or 67784.

MORRIS Mini-Cooper S-type, white/black. New
and unregistered. List price.—George
Wicken, Riverview Garage, Gravesend. Phone:
5026.

1962 DOWNTOWN Cooper, 1,088 c.c. Konis,
SPs, rev. counter, belts, excellent condi-
tion. £515 secures. Regret no H.P.—Maclachlan,
20 Bestwell Road, Wareham, Dorset. Wareham
407 (after 6.30 p.m.). Week-ends, Birdham (Sussex)
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MORGAN

MORGAN 4/4, 1957, sports two-seater, 105E,
Shorrocks blower, four-speed box, set 16 ins.
wheels and tyres, 7,000 r.p.m., B.R.G., good hill-
climber. £300.—Nock, Brickworks, Erdington 0044,
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1961 4/4. Discs. Wire wheels. Highly tuned
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1100 DE LUXE, 4-door. £585 or part
exchange M.G.B or TR4. Terms.—John
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WANTED! Cash, generous exchange, or sold
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CATERHAM CAR SERVICES, LTD., offer:
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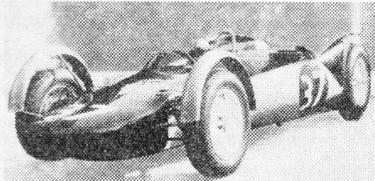
1961 MODEL Porsche 356B S.90. Bali
blue. High mileage. Immaculate appear-
ance. Mechanically faultless. £1,265.—Box 9266.

1959 PORSCHE 1600 4-seater, radio, low
mileage. £850.—M. & G. Motors, 176
Stapleton Road, Bristol 56292.

1957 (APRIL) Porsche 1600 Super two-door
saloon in dark green with beige uphol-
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In March of this year all mechanical parts were
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CHOICE of two Coventry Climax 1216 FWE
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Also LIMITED SLIP Differential Units for
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DRAGSTER chassis. Believed to be the only
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"In Out" box, front axle specially prepared to
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Whole assembly imported at great cost, but
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E.R.A. HISTORIC Racing Car, 1½ litre.
Chassis No. R.2A. Holder of 1½
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FABULOUS Lotus 22 twin-cam, 1,600 c.c. Ford
engine, 145 b.h.p., five-speed Hewland box,
special chassis. As new. Raced four times. £2,000.
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JAGUAR E-type, 1962, ex-Phil Scragg, holder
of numerous awards, under 10,000 miles, immacu-
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MERLYN Mk. IVA 1100 Cosworth, Knight box.
£750 o.n.o. Also covered trailer (blue). £50.
And Jaguar Mk. VIII automatic, engine and box
overhauled, great tourer. £300.—Box 9273.

MUST be sold. My Elva-Climax 1,100 c.c.
sports racer. De Dion axle, Alfin drums. A
fast car, ideal club racing, sprints or hill-climbs.
Only £325 o.n.o. Also Mk. I Sprite bonnet panel
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M. Grassie, 53A Donkin Hill, Caversham, Reading.
Phone: Uxbridge 36692 or Twyford 215.

RACING Elite. £1,150. This car was carefully
built this season with brand new parts, in-
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master cylinders, oil cooler, adjustable shock-
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T.V.R. GRANTURA, fitted FPF 1,500 c.c. twin cam Coventry Climax dry sump engine, Weber carburettors, close ratio gearbox, twin plate clutch, disc brakes, mag, wheels, oil cooler, Koni shock absorbers, R6 tyres. Bill available for recent £170 overhaul. Immaculate condition throughout. Offered for sale at £900 including various spares, including tyres and diff., complete with trailer.—Applly, 2 Burman Drive, Coleshill, Warwickshire.

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WANTED.—Sports car or Formula Junior, exchange Lotus Elite, 1962. As new.—Ring UPLands 7733 (business hours).

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1962 TVR GRANTURA Mk. III. M.G.A. 1,622 c.c. engine, opalescent bronze, red leather interior. £795

1960 TVR GRANTURA Mk. II, modified M.G.A. 1588 c.c. engine, opalescent blue, grey leather interior. £560

1961 TVR GRANTURA Mk. II. M.G.A. 1588 c.c. engine, red with grey interior. £535

1960 (First Reg. Oct. 61) SUNBEAM ALPINE, Series I. Red with black trim. £525

The Ex-John Carden AUSTIN-HEALEY. (For details see last week's advertisement.)

1959 HILLMAN MINX CONVERTIBLE White with blue interior. £365

1961 MINOR 1000 2-door saloon. £330

1956 M.G. MAGNETTE ZA model. Specimen. £295

1947 M.G. TC MIDGET. £175

Demonstrations arranged without obligation. H.P. and insurance facilities available. Part exchanges welcomed.

Salesmen available till 10 p.m. daily.

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1961 Gordini, sunroof, safety belts, one owner £395

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1960 Gordini, one owner, choice from ... £325

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1963 ROCHDALE OLYMPIC

We have just acquired the race prepared Rochdale Olympic, as raced by Derek Alderson on the northern circuits. No expense has been spared on this car, built in August this year, which is equipped with special lightweight body, much modified suspensions, and is powered by a new Cosworth 125 b.h.p. 1,475 c.c. Ford engine, coupled to a close ratio gearbox, new set of R6 racing tyres. £695. Colour to choice.

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Tel.: ELMbridge 8356.

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SIMCA Aronde, 1958. Reclining seats, new gearbox, two owners, £195.—110 Mansfield Hill, Chingford, London. ROY 3111 (10-5). Gymer.

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MORRIS 8 Special, built and regd. 1961. £55 for quick sale.—Photo and details from Carter, Coton Priors, Market Bosworth, Nuneaton.

750 SPECIAL, fully modified engine including twin SUS, four branch exhaust manifold, oversize valve conversion, modified camshaft and tappets, h/c head, etc. I.F.S., special rear springs and telescopic s/a wire wheels and new tyres all round. Professionally built body and interior trim. M.o.T. tested. £85.—WAXlow 3810.

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Mike Lewis's Red W.S.M. G.T. Midget.

Coachwork: W.S.M. G.T. aluminium coachwork. Interior roll bar. Ally. petrol tank.

Engine and Transmission: Junior engine, Downton tuned head. Lola gears. 4.9 axle.

Brakes: Hard linings with power-assisted booster. Wire wheels. R6 racing tyres.

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Weight: Under 11 cwt.

This is the only W.S.M. G.T. Midget in captivity.

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c/o Delta Garages, Ltd.,

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Leighton Buzzard, Beds.

Tel.: Leighton Buzzard 3155/3574.

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SUNBEAM Alpine G.T., 1963. Quartz blue metallic. Wire wheels, heater, belts. One owner, 3,000 miles. Absolutely as new. £795.—Phillips Motors, 77 Chalk Farm Road, N.W.1. PRImrose 6666.

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"EMERALDA," 1936 Talbot, 2-seater coupé with dickey seat. 2,000 miles since complete rebuild costing £150, plus 12 months' hard labour. Photograph to genuine enthusiast only. £175 or near offer.—Powell, Gingerbread Cottage, Loscombe, Bridport, Dorset.

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MORRIS transporter free!—See Jerboa, racing car advert.

TRIUMPH

IMMACULATE TR4 (1962) finished in red, with overdrive, wire wheels, radio, soft top, tonneau cover, new Pirelli tyres, one owner.—Maranello Concessionaires Ltd., 18 St. Swithins Lane, E.C.4. MANSion House 4640.

TRIUMPH-CLIMAX, Jan. 1961, Herald saloon. 16,500 miles only, full Brabham conversion, one fastidious owner, unused original engine if required. £575. Colour green, grey upholstery.—Bolton of Leeds, Ltd. Tel.: Leeds 36031.

TR3A 1960 (October), one owner. £540 (o.n.o.).—Ball, 5 Weston Grove, Fulbourn, Cambridge (Fulbourn 484).

TR2S. 1955. Red. Luggage rack. £225. 1955 B.R.G. New crank and clutch. £245. Both fitted Xs, heater, spotlights. Terms and exchanges.—John Dangerfield, Bristol 692778.

TR2, 1954, B.R.G. H/top, o/drive, radio, etc. Excellent condition. Fantastic performance, 120+ m.p.h., will sacrifice for £200 cash.—Call, after 6.30, or write Smith, 123, West Park Drive (W), Leeds 8.

1956 TR3. Heater, spots, reversing light, etc., mechanically very good, sound body, etc. £315 o.n.o. Not a bargain, but very safe purchase. 5.6 Morris utility. £55.—FREmantle 4092, evenings, Hambledon 432 (Hants) week-ends.

1955 TR2, red, hard top, hood, tonneau, TR3 grille, overdrive, heater, etc. Very clean and fast. £225 o.n.o.—Stafford 3346, Ext. 315 (day).

Continued overleaf

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Classified Advertisements—continued T.V.R.

T.V.R. April 1962.
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V. J. Downie. Tel.: South Mimms (Herts) 2130.

FOR SALE.—1962 racing car show model, B.R.G., 1,622 c.c. M.G. engine with high-lift sports camshaft, balanced engine, close ratio gears, Armstrong adjustable shock absorbers, Girling power stop braking, Avon Turbospeed tyres. Meticulously prepared and maintained by R. Nathan Racing, Ltd. £600 or v.n.o.—Halfnight. Tel.: (Business) THOrnton Heath 2621, evenings STReatham 1482.

T.V.R. MK. IIA, 1962, 1,622 c.c., deep red with black leather interior, immaculate condition throughout, all extras. Must be seen. Offers.—Tel.: Sutton Coldfield 6898.

T.V.R., 1960. M.G.A. 1600. Genuine 16,000 miles. New c.r. gears. Discs, wires. Well shod. Metallic grey/red. S/belts. Excellent condition. Quick sale. £475 cash.—Shipp, "The Beacon," St. Catherine's, Guildford. Tel.: 5565.

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1962 Austin Mini-Cooper. Many extras. £385.

Triumph Herald Fixed Head Coupé. Climax engine. Special modified suspension. Turbo-speed tyres. With many extras.

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 31-33 Hockliffe Street,
 Leighton Buzzard, Beds.
 Tel.: Leighton Buzzard 3155/3574.

VINTAGE

STANDARD Avon Special, 9.9, 1931. Original throughout. M.o.T. £45 o.n.o.—Stanley, 25 Meadow Way, Liphook, Hants.

VOLKSWAGEN

1962 MODEL saloon, Anthracite. 17,000 miles. extras. £450.—Rathmell, 170 Sycamore Road, Farnborough, Hants.

VOLVO

VOLVO 122S. Reg. Jan. 61. Blue/white. 13,000 miles. £625.—Guildford 67784 or 4048.
1962 P1800, 14,000 mls. Radio, Cinturas, L.H.D. £1,075.—M. & G. Motors, 176 Stapleton Road, Bristol 56292.

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Precision balancing of crankshafts, con. rods, pistons and flywheels to racing specification.

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MICROCELL SEATS, Main distributors, Motor-tune, Ltd., 6 Adam & Eve Mews, Kensington High Street, W.8. WESTern 1166.

CHASSIS

SPRINT chassis, very light, engine, gearbox, spares, requires completing. £45.—Victoria Garage (see Austin-Healey).

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"A" SERIES B.M.C., do-it-yourself h./c. gas-flowed cylinder heads requiring two hours polishing to produce a quality job, £7 on exchange.—Paridas, 40 Atwell Avenue, Birkby, Huddersfield, Yorkshire.

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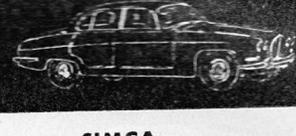
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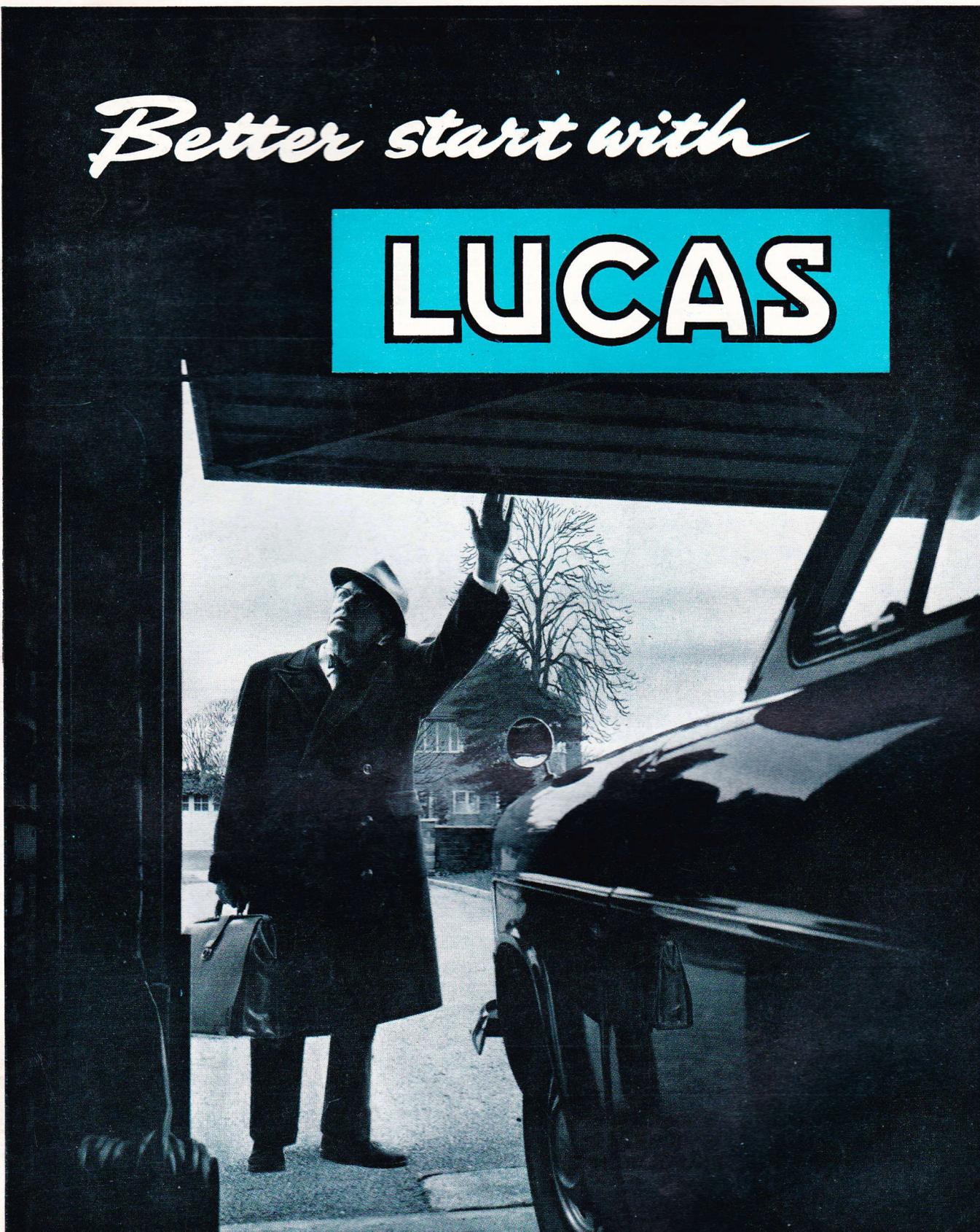
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